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34485

SUPERCROSS: SPECTER OF DOME

MOTOCROSS ACTION

SEPTEMBER 1979 •$1.25 UK60P

USGP: LIKE PULLING TEETH

SECRETS: SUZUKI TRICKS

HUFFMAN: MOTOR MOUTH

NEW ORLEANS: WISE GUY

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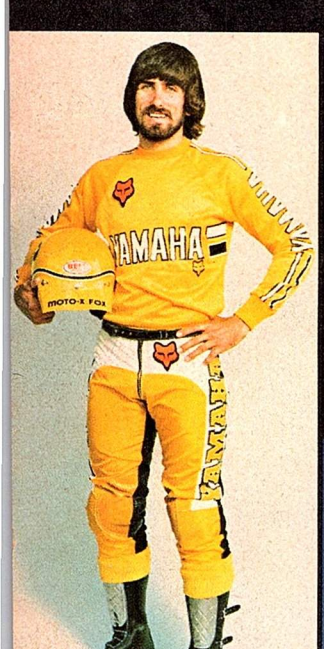
TEAM UP WITH



GRAND PRIX PANTS
REX STATEN

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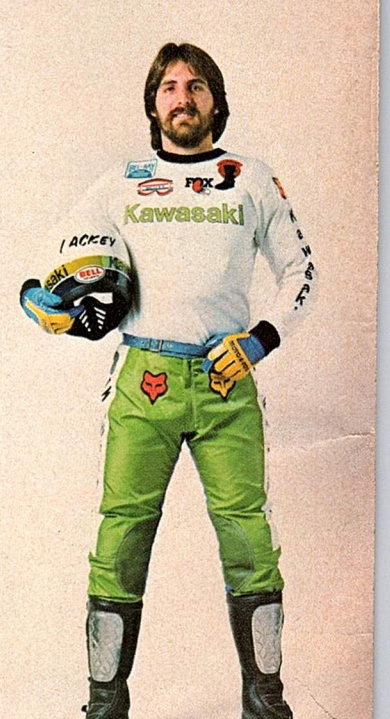
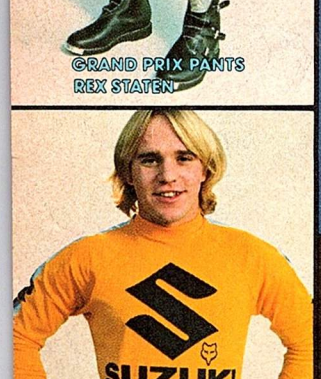


TEAM KAWASAKI'S BRAD LACKEY

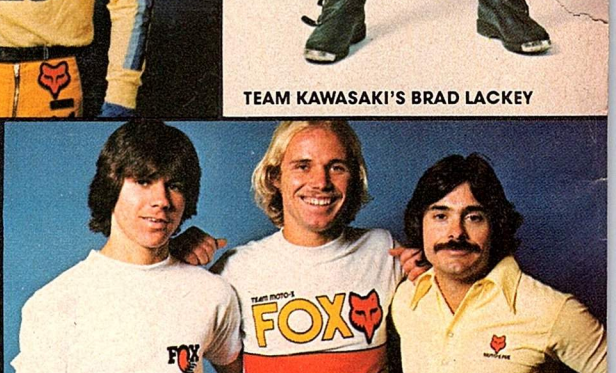
SUPERFOX JERSEY



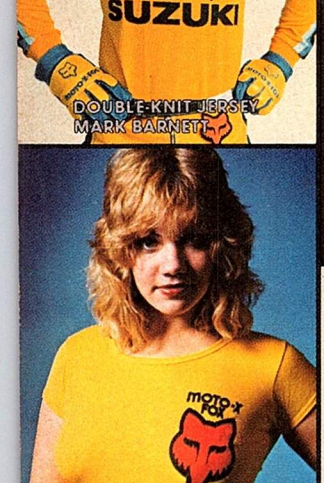
DOUBLE-KNIT JERSEY
MARK BARNETT

SUPERFOX GLOVES

GRAND PRIX GLOVES

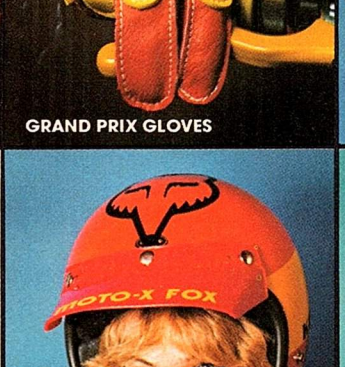


T-SHIRTS



T-SHIRT

CAPS



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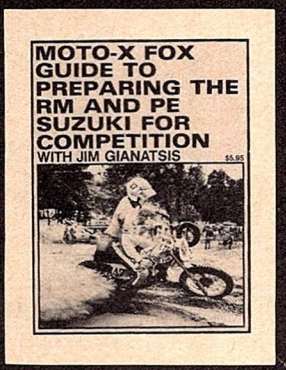

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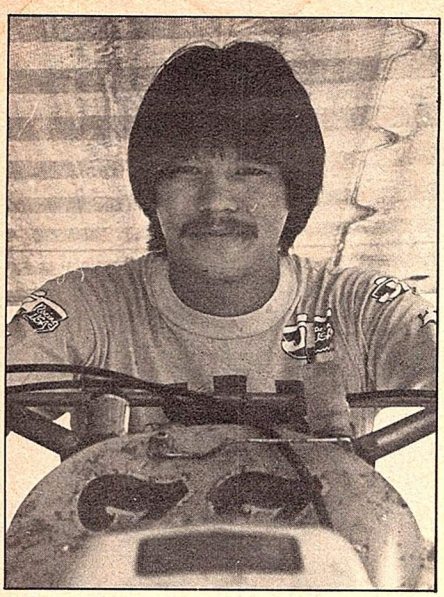
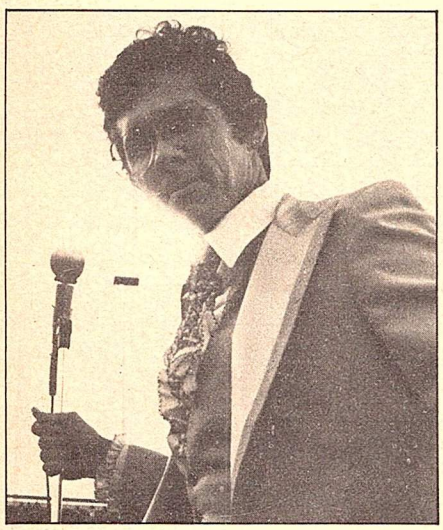


USGP

SHOOT PHOTOS



HUFFMAN

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September 1979
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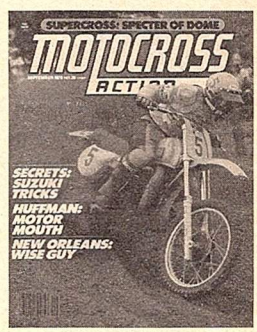

COVER: — Danny LaPorte tries to leap a tall berm in a single bound. The roving eye of Big Al Intrabartolo captured this moment for posterity.

MOTOCROSS ACTION (USPS 986-340) (**Sep. 79**) is published monthly by Daisy/Hi-Torque Publishing Co., Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions $9.98 for 12 issues (one year). Foreign $3.00 per year additional for postage (Canada add $2.00 per year).

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Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. MOTOCROSS ACTION Magazine, P.O. Box 317, Encino, California 91316.

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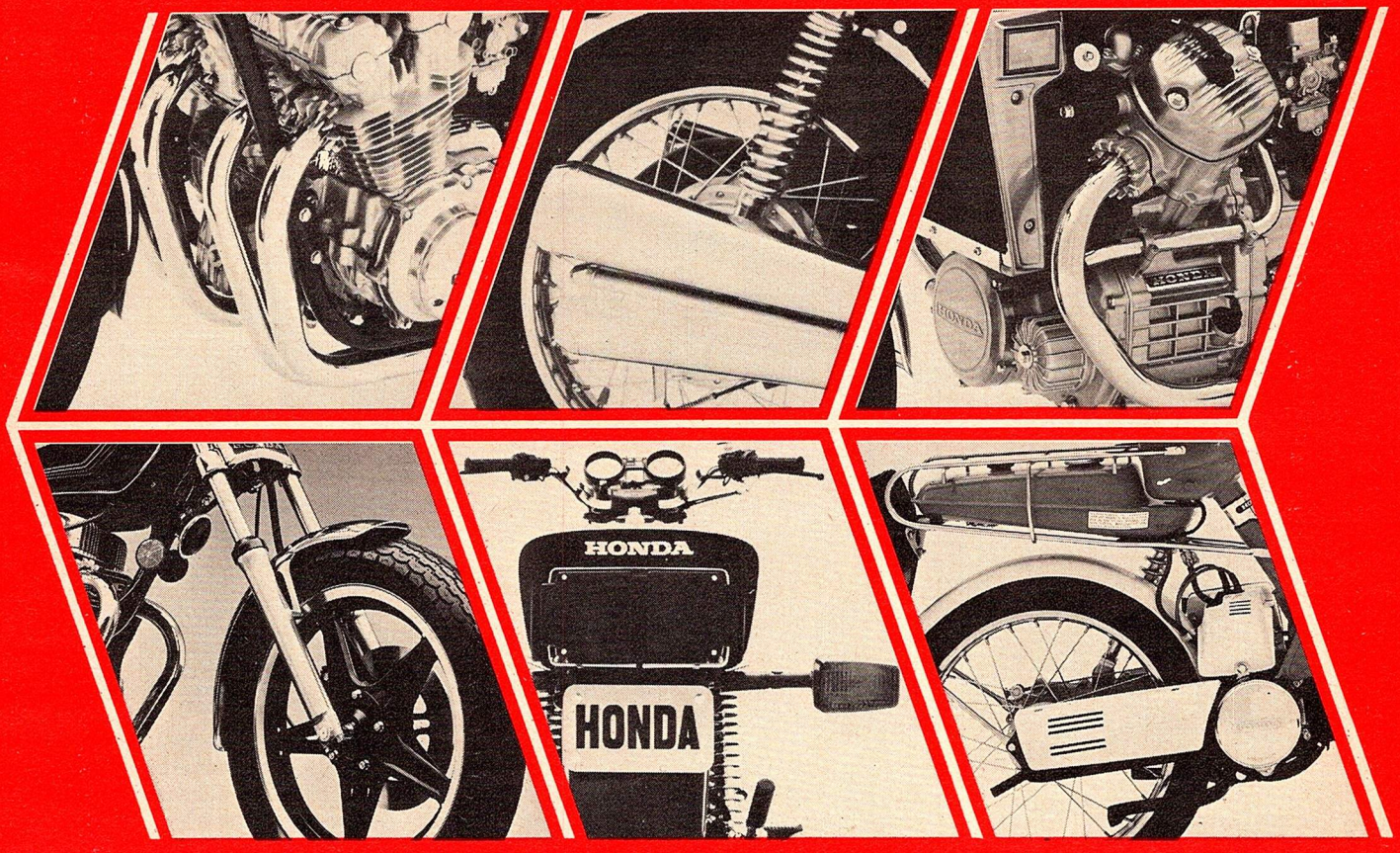

Red Hot. And ready to roll in August.

Excitement runs high when new models are about to be released—especially when they're new Hondas! It's hard to wait for a year-end curtain call, so we're unveiling our most popular street machines ahead of schedule.

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M.A.N.

AUDITED PAID CIRCULATION ABC

On The Mainjet

By Dick Miller

☐ There are highlights and diversions at each and every event where most of the National riders gather to compete, and the New Orleans race is no different. Last year it was Marty Tripes doing the psych job on most of the riders by starting a rumor that Marty Moates had jumped a seemingly impossible set of steep double jumps in practice. By the time the rumor had spread there were already several eyewitnesses verifying the feat, and of course they had seen it with their own eyes. When I first heard it, I was standing near Marty while it was being discussed among some of the guys. Marty must have sensed that I was about to ask some questions, and he glanced over and winked as if to say, don't spoil it. I didn't! Later, I asked the promoter, Rookie Leopold, about it, and since it was the first time he had heard it, he was shocked. He said they weren't made to be jumped and he thought it impossible, but after a few moments, using the thinking of a good promoter, he decided to offer $500 to the first guy who cleared them. Well, no one picked up the money, since no one even tried, although Rex Staten was tempted.

This year it was Marty Tripes again, instigating. Honda West owner and promoter of the Superdome race Rookie Leopold added an attraction to his race weekend by hosting a river boat ride for all the entries, with the public invited (they had to pay) also. The steam-powered paddlewheel boat, The President, was used, and it holds over 2000 people. There was a live disco band for the second-level dance floor. In the *Cycle News*-sponsored VIP area, open to participants in the event only, the free drinks were flowing. That is, for the few who could make it to the front of the jam-packed bar.

Tripes solved the problem by having the bartender fill a Tupperware bowl the size of a pound coffee can with vodka and juice and then served it to his friends around him. While the bowl sat in front of him, he asked no one in particular, "What would you give me if I chug-a-lugged this whole thing?" Jim Weinert, usually in the midst of such activities, got involved, as did Bob Hannah, who jumped up from a table away. Soon there were close to a hundred people jammed around the table. I looked over at Marty and shook my head, and he winked, assuring me that he knew what he was doing. Lorenz Offner from LOP got involved, as did John Gregory of JT Racing, who was sitting next to me and was backing Hannah's action. Marty was getting offers of a couple of hundred dollars total and the pot was growing.

Soon there were rules being made up! He would have to do it in 30 seconds and the bowl should be full. Bob and Jim stuck their fingers in it to make sure there was alcohol. While all the hoopla was going on, Marty went to the bar to get it filled and then returned. Bob and Jim tested it again and threw in their hundred. The pot was now $400. Of course the obvious was

that if Marty did it, he would surely get drunk, and it could affect his riding the following night, which didn't entirely motivate Bob and Jim, but must have crossed their minds. I told John Gregory that all Marty had to do was stick his finger down his throat after he did it and it was an easy way to pick up $400.

Marty looked at the bowl for a few minutes while everyone was hooting and hollering. He looked over at me and I shook my head again. He smiled, winked and then picked up the bowl and downed it. Everyone went crazy! Weinert checked the bowl and saw some left, and handed it to Marty and he finished it . . . within the time limit. It looked about the equivalent of a two-liter Coke bottle. Bob and Jim looked at each other and laughed, shook their heads and handed over the money. When the boat docked, Marty led a group of followers down to Bourbon Street in the French Quarter, where he was going to use the money to entertain his friends.

I learned later that when Marty went back to the bar to have the bowl filled, he had the bartender fill the bowl almost full of juice and then add the vodka to the top. He didn't stir it, so that if anyone tasted it, it would seem to be substantially alcohol. A couple of hours later, while Keith McCarty and Bob went back to the hotel to soak off his elbow-length cast so that he could ride the following evening, Marty was down on Bourbon Street looking none the worse for wear.

I would have done it for $400 if I had been in that situation, but then I had nothing to lose, other than not being coherent enough to cover the race. I'm such a lousy drinker that after a couple of beers I'm as happy as a squirrel let loose in a nut factory. Three drinks and I fall in love very easily, and after four or more I can't see who I'm in love with! Using my reactions to alcohol as a guide was the reason I was trying to discourage his stunt, but I should know better. First of all, Marty weighs about 60 pounds more than I do, and I think that helps when you have something to drink. Also, he can eat two meals to my one, which I've seen him do on occasion, but lest you think he isn't in shape, don't go out and run with him, because he'll run you into the ground and will be hardly breathing hard after a few miles.

Most of the top riders, including some of the World Champions, have to let loose and get crazy every once in a while, and I've known few who haven't. Someday I'll tell you about some of the things the Europeans did when they first came over, or about Lars Larsson's striptease at Joel Robert's birthday party while Torsten Hallman played the boogie-woogie rag on the piano. Cheers! □

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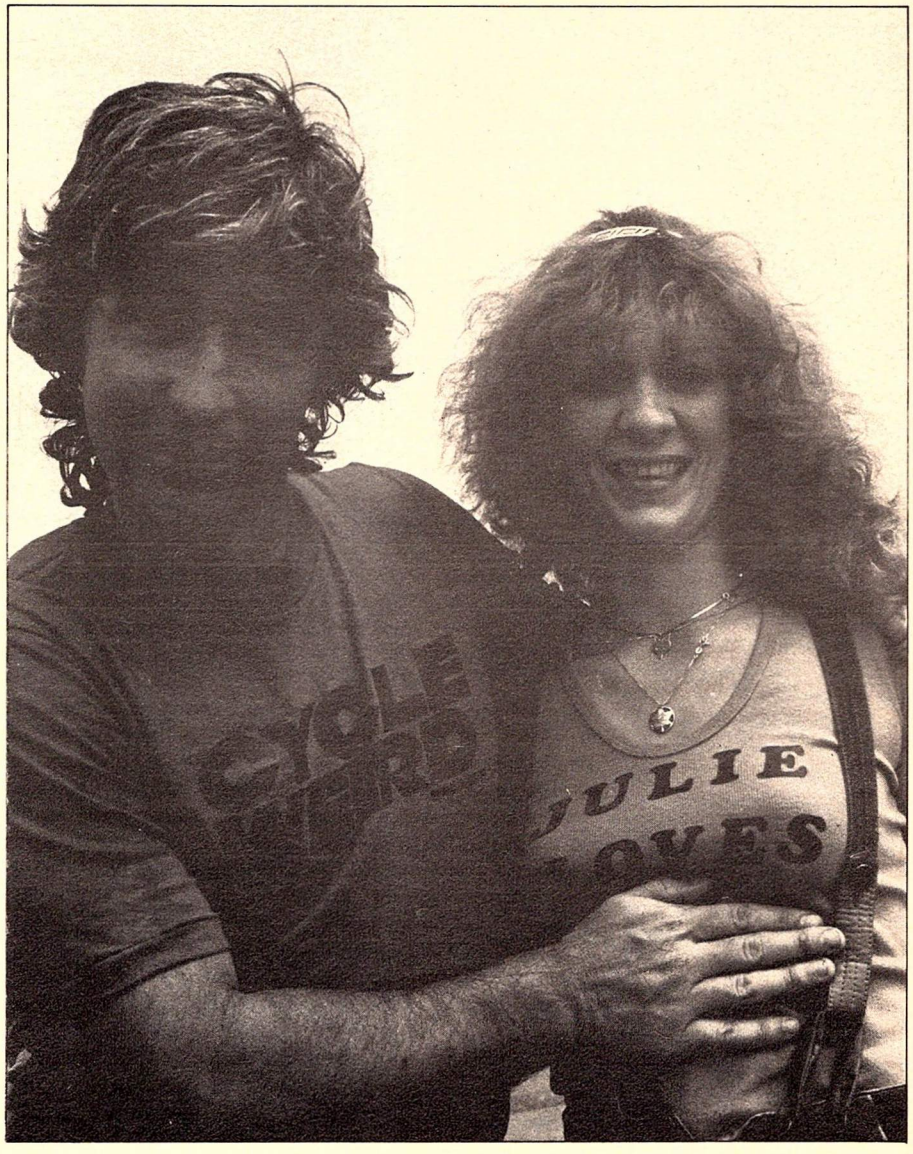
Jody's Box

By Jody Weisel



☐ Some people take motocross losses in stride, while others act like the world has just announced an oil and toilet paper shortage starting yesterday. It is easy to sit back and watch Ali, Andretti or Hannah on TV, and say, "Didn't he take that well!", but when you're the one looking defeat in the face, it's hard to be detached.

Bike problems are the easiest male-factors to point to after an annoying defeat. Handgrips can fall off, ignitions can short out, footpegs can break or engines can blow up. This accidental bad luck is way too hit or miss. What if you go out, run a hard race, give it everything you've got, and still get your Fruit of the Looms vacuumed? It is conceivable that nothing drastic enough will go wrong with the bike. Face it, a situation like this could lead to a serious letdown in Interpersonal Race Prestige (IRP).

NASA Mission Control in Houston devised a self-destruct button that set off a high explosive to demolish wayward Atlas intercontinental ballistic missiles. Taking my lead from the space age, I have installed a self-destruct button on my handlebars. Late in a moto if my clock is being cleaned, set back to Daylight Savings Time, and Mickey's hands are covering his face, I just reach up and press the self-destruct button. A small explosion blasts the coil bolts off and the errant CDI dangles harmlessly next to my JT leathers. I coast to a stop, curse, kick, throw, stomp and point. My IRP is saved. Coil bolts are cheaper than sessions with a psychiatrist.

If you're gonna lose, and everybody is going to sooner or later, your delicate ego needs a first line of defense. I don't personally advise self-destruct mechanisms, because last Sunday Ketchup Cox moved my bike to the other side of the Jodymobile and accidentally pressed the red button. It blew the coil into his groin so hard that he missed the next moto, and still has to call his mother to tell her not to buy any "Ask me about my Grandchildren" bumper stickers.

Out on the Nationals, it is a tough life. I know a former factory rider who couldn't race unless the Oury logo on his handgrips was placed exactly in the center of his palm. Steve Stackable likes to have his footpegs filed razor-sharp. If they aren't sharp enough to shave on, it affects his performance. Tony D. wants the decals on his front fender to be placed in exactly the same position from one week to the next. I personally won't race until I've sought out the toughest competition in my class and told him about my sister's upcoming, and hideously expensive, operation to restore full use of her legs. I don't stop telling little personal details until I see his goggles fill with tears. I then move on to the second fastest guy and tell him about my sister's death, and how I'm trying to earn money to fly home to the funeral on Monday.

I'm ashamed to admit that I don't have a sister. But with all the evils and ills that could befall someone in this world, I have too much to worry about anyway. If the cold-hearted SOBs go ahead and smoke me after those tear-jerking stories, I just save my IRP (Interpersonal Race Prestige) by confessing that my mind wasn't on the race what with my ongoing battle with terminal cancer going into its final days.

The trouble with Saddleback is that when you win—a rare feat, but conceivable—there is no fanfare. I'd like to be a gracious winner, to make up for being a rotten loser, but no one ever comes around to be humble for. This forces me to seek them out in their own camps of putrid defeat.

"Well, how did you do today?"

"Fifth isn't bad. I had a bad day, but I managed to win both motos by half a lap. What funeral? Oh! I just heard that she recovered. You know modern science, even the dead can't rest."

"I want to thank you for moving over when I passed you. What do you mean, I cut you off and ran you into the scoring tower? No, no, it wasn't like that, my brakes went out. You know modern science. They came back before the next turn."

"I was just lucky, I guess. I didn't get a very good start, though. I had to work my way up. Yeah, I did get the holeshot, but it wasn't a big one. No, you misunderstood, I had to work my way up to the starting line before the race. It was real crowded in the pits. See ya next week. Oh yeah, same to you!" ☐

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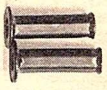

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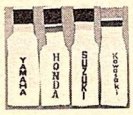
Heavy protective cotton socks. Cycle name and trim bands in vivid team colors. One size fits all.
31 Yam 32 Hon 33 Suz 34 Kaw



Quick Release THROTTLE SET $4.99
Super-fast action. Extra-large nylon head. Dummy grip included. Fits all bars. **No. 25**

M/X SOCKS $4.99 pr.
2 pr./$9.49
Heavy socks, fine quality. Made to fold over boot tops. Chemically treated to prevent foot odor. One size fits all.
No. 116 Gold
No. 117 Red
No. 118 Green

KIDNEY SUPPORT BELT $9.99 each
Strong black elastic
Sizes S-M-L-XL No. 6

RUGGED VINYL AND LEATHER M/X GLOVES

No. 36 $9.99
Adjustable. Tough black vinyl, heavily padded. S-M-L-XL

No. 132 $8.99
Extruded rubber knuckle and thumb protection. S-M-L-XL

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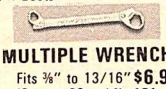
Long-wearing smooth brown cowhide.
S-M-L-XL

Hi-Q M/X BOOTS $59.99 pr.
Black top-grain cowhide boots with vivid red and blue stripes up back. Smooth vibram M/X sole. Double-thick toes. Heavily padded ankles. Height 16". Sizes 7-7½-8-8½-9-9½-10-10½-11-11½-12
No. 9 Hi-Q M/X Boots



MULTIPLE WRENCH
Fits ⅜" to 13/16" **$6.99**
(9mm to 20mm) **No.131**

TEAM TOOL BAG $4.99
Tough simulated leather. Team design. Inner loop for safe mounting. 5" x 7½"

No. 65 Yam
No. 66 Hon
No. 67 Suz
No. 68 Kaw
No. 69 No Name

TEAM CAP $4.49
Heavy twill, brilliant colors. One size fits all.
21 Yam 23 Suz
22 Hon 24 Kaw

CROSSBAR PAD Team Colors
SPECIFY SIZE
8" - $2.49
12" - $2.99
41 Yam 42 Hon
43 Suz 44 Kaw
45 Plain Black

RACING GOGGLES $6.99 pr.
2 pair $12.99
Unbreakable, ventilated, adjustable. 3 interchangeable lenses: clear, amber and green. Fit over glasses.
No. 59

Guaranteed Unbreakable $4.99
RACING FENDER
4" wide. Colors: Red, White, Black, Silver, Yellow. **No. 9**

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Guaranteed Unbreakable LEVER ASSEMBLY $8.99
Brake and clutch levers mount to any handlebars without removing grips. **No. 35**

PLAIN NYLON M/X JERSEY - No Team Name
With or Without Your Custom Lettering

SHORT SLEEVE
$5.99 each $8.99 each

No Lettering		Personalized
No 90	White	No 90P
No 91	Black	No 91P
No 92	Red	No 92P
No 93	Green	No 93P
No 94	Gold	No 94P

LONG SLEEVE
$7.99 each $11.99 each

No Lettering		Personalized
No 15	White	No 15P
No 16	Black	No 16P
No 17	Red	No 17P
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Top-quality Hi-Q-made ventilated nylon jersey. Choice of 5 colors, long or short sleeves. No team markings. Choose plain (no lettering); or PERSONALIZED with 1 or 2 lines, up to 10 letters each line. 1 or 2 giant numerals. Use special lines in coupon.
NO CODs on PERSONALIZED JERSEYS
Adult S-M-L-XL, Child 6-8, 10-12, 14-16

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TEAM JERSEY — LONG SLEEVES $8.99
100% Ventilated Nylon in Brilliant Team Colors
Top-quality ventilated 100% nylon Jersey made by our own craftsmen. Cycle name on chest and sleeves. Practical and stylish jersey.
Sizes Adult S-M-L-XL Child 6-8, 10-12, 14-16
No. 11 Yamaha No. 12 Honda No. 13 Suzuki No. 14 Kawasaki

PERSONALIZED TEAM JERSEY
Ventilated 100% Nylon
Long or Short Sleeves

Your name or other message across the back of colorful nylon team jersey. One or 2 lines of lettering, up to 10 letters each line. Giant numeral (your choice) 0 to 99. We manufacture these popular jerseys out of the finest materials for long wear, comfort, and super-styling. Further description above and below. Use special lines in coupon.
Sizes Adult S-M-L-XL NO
Child 6-8, 10-12, 14-16 CODs

Long Sleeve $12.99
11P Yam 13P Suz
12P Hon 14P Kaw

Short Sleeve $10.99
76P Yam 78P Suz
77P Hon 79P Kaw

Team Jersey $6.99
Bright Team Colors, Short Sleeves - Our own great ventilated nylon short sleeve team jersey, with cycle action design on chest.

No. 76 Yam No. 78 Suz
No. 77 Hon No. 79 Kaw

Sizes: Adult S-M-L-XL Child 6-8, 10-12, 14-16

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High-impact yellow plastic. Self lubricating. Fits all handlebars. No. 46

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With 4 bits. Heavy metal case. Rugged precision tool. **No. 60**

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Great Value! $44.99
What a deal! Beautiful Hi-Q fully padded nylon pants with your team name down both legs, and your own name or other message (10 letters limit) across the back. We make these fine pants of glossy nylon to resist tears, snags and weather. Scotchgard finish, machine washable. Heavy-duty zippers. Two brilliant color combinations — SPECIFY. Racing BLUE with Red trim or GOLD with Black trim. No COD's. Use space in coupon to give message you want across back.

Sizes: Child 24-26
Adult 28-30-32-34-36-38-40

Racing BLUE with Red trim or GOLD with Black trim. SPECIFY COLOR

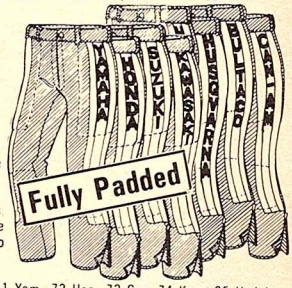
101P Yamaha 102P Honda
103P Suzuki 104P Kawasaki
105P Hodaka 106P Husqvarna
107P Bultaco 108P Can-Am

NYLON M/X PANTS
Personalized or with Team Name, or Plain
Heavy nylon pants as described above, available plain or with your choice of lettering across back.
Sizes: Child 24-26
Adult 28-30-32-34-36-38-40

No 100 Plain **$29.99 pr.** | No 100 P (No CODs) PERSONALIZED **$34.99**
Letter in Coupon.

Nylon M/X Team Pants - $31.99
101 Yamaha 103 Suzuki 105 Hodaka 107 Bultaco
102 Honda 104 Kawasaki 106 Husqvarna 108 Can-Am

M/X TEAM PANTS
Heavy 14-oz. Denim Team Colors $19.99
Cycle name in bold black letters down both sides of these top-quality denims. Striping in team colors. We make these stylish, highly protective pants with removable hip and knee pads. Knee pockets will accomodate cups. (No. 75 pants have no cycle name.)

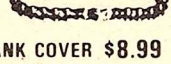


Sizes: Child 24-26
Adult 28-30-32
34-36-38-40
71 Yam 72 Hon 73 Suz 74 Kaw 85 Hodaka
86 Husqvarna 87 Bultaco 88 Can-Am

No. 75 Red, White & Blue, No Team Name $18.99

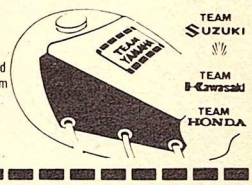
PERSONALIZED 14-oz. DENIM M/X PANTS $24.99
Our top-quality 14-oz blue denims, described above. PERSONALIZED FOR YOU with your name or other message. Up to 10 letters each side. 3 colorful trim styles. Use special lines in coupon. No CODs
No. 56P Gold and Black Trim
No. 57P Red and White Trim
No. 58P Green and White Trim
Sizes: Child 24-26
Adult 28-30-32-34-36-38-40

CHAIN BRACELET $3.49



Heavy chrome finish.
No. 70 Boy's
No. 80 Adult

M/X RACING TANK COVER $8.99
Team Design or Plain
Snug-fitting snap on cover of heavy duty simulated leather prevents scratches, scrapes and nicks. In bright team colors, team design lettering. Fits all tanks.
No. 26 Yam No. 28 Suz
No. 27 Hon No. 29 Kaw
No. 30 Solid Black, No Name



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QUAN	NO	DESCRIPTION	SIZE	PRICE

Dirt

MOATES COMES HOME

Marty Moates has come home from the European 250 fray after a miserable early season. Injuries and suspension problems beset the LOP effort from the opening round. At one point Moates' YZ250 mono-shock had regular shocks, without springs, mounted in the conventional position on the mono. The extra dampers were to help fight fade.

Marty will now recuperate and then begin contesting the remaining National and Supercross races.

□ □ □

MOTO-X FOX THANKS LOP

In a surprisingly good-natured manner the guys at Moto-X Fox sent a letter of thanks to LOP's Lorenz Offner and Marty Moates for the help that they gave in aiding Fox rider Jim Turner in Europe. The European promoters in Holland, Belgium and Italy hassled Turner. Moates gave up his entry after his injury and requested that the promoters accept Turner.

That's the spirit.

□ □ □

CAN-AM TO RELEASE 400

The 1980 Can-Am Open class mount should be a 400cc model of the current 370. The release date is not known, but it should be soon.

□ □ □

EVERYTHING SANO

David "Works" Miller, the former scion of the Miller Mano fortunes, has forsaken the motocross courses of Southern California for the hectic life of a speedway rider. Currently learning the trade in Division 2, Dave has been running consistently on the ovals. Although he has traded his long-travel two-stroke for a four-valve Jawa with no travel, everything is still sano.

□ □ □

FORMER MECHANICS

Teddy Boyko, former hot-shot DG mechanic for Mike Bell and the complete DG mini team, has opened up his own business. Boyko Racing Equipment does full-race or leisure set-ups on Kawasaki Jet-Skis. The interest started last year when Teddy and 1977 Mammoth Mountain winner John Tessitore hotted-up a Jet-Ski for the World Championships. With John at the controls and Teddy at the wrenches they did spectacularly in their first competitive water event. Boyko Racing Equipment, 1360 N. Manzanita, Suite C, Orange, California 92667; (714) 532-3830.

□ □ □

POMEROY RELEASED FROM BUL

Jim Pomeroy, formerly of Team Bultaco, Team Honda and Team Bultaco, has been released from his Bultaco contract and is now trying to find a ride mid-season. Reports from Europe said that Pomeroy was not happy with his prototype Bultaco, and obviously Bultaco was aware of his displeasure. Tony Elias, the Spanish Champion, will continue to develop the Bultaco.

Pomeroy may find a ride on SWM, a European manufacturer that uses Can-Am engines, or with the KTM team.

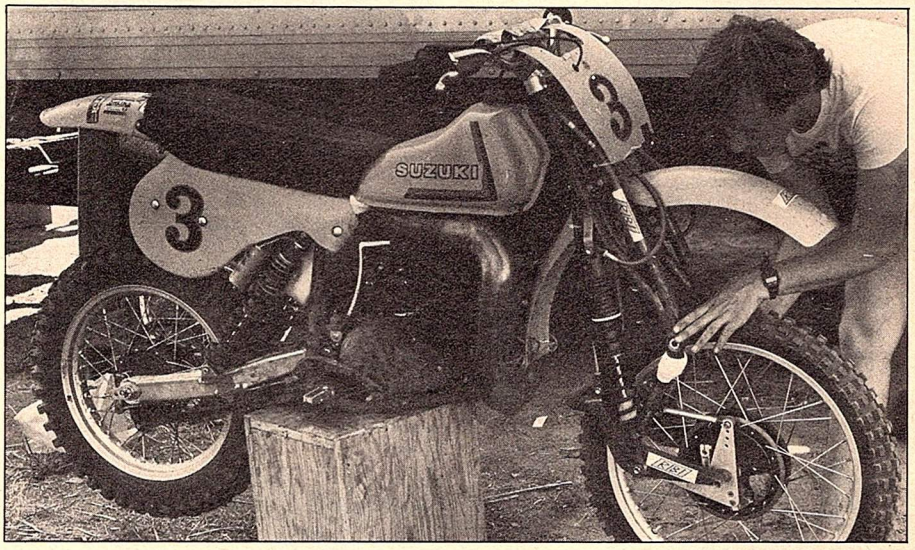
□ □ □

RUSSIAN IN TROUBLE?

With the 250 World Championship currently being contested in the upper positions by Swede Hakan Carlqvist and Englishman Neil Hudson, the Russian

THE RIBI QUADRA-LATERAL

By Dick Miller



The inventor and his jewel. Ribi carefully works on DeCoster's front end at the USGP.

□ The unique and controversial front end used by Roger DeCoster in several of the recent Grand Prixs was designed and patented by an Italian/Swiss designer by the name of Valentino Ribi, hence the Ribi name situated on the working assembly. Valentino explains that it is a quadra-lateral system, and so far they have received the best results using the Ohlins shocks.

The weight of the assembly minus the front end is four and a half kilos, while the present Ohlins weigh in at five kilos. A kilo is 2.2 pounds. Valentino feels that there is more weight savings to be had in the shock absorber area, but at present it has the same overall weight and travel as the works forks they replaced, which would put it in the 11- to 12-inch travel capacity.

Valentino does not plan to produce and market the product himself, and is currently negotiating with a buyer. Although he wouldn't say, we have to assume it is a motorcycle factory. He has had bad experiences in the past with labor problems with some of his products, and would rather sell his invention than produce it. It is rumored that he is currently in the initial stages of a revolutionary design for rear suspension which would give increased travel without changing the geometry of the machine.

The fork assembly shown here on Roger's bike as used in the USGP was hand-built by Bruce Burness, who was hired by Roger at the start of the GP season to work with him on suspension. Bruce, who is considered one of the foremost experts on suspension in this country, feels Ribi is a genius and has been amazed by some of his ideas. □

TWO WAYS TO GET SIDEWAYS.

The Yamaha RC100S Race Kart.

ON THE PAVEMENT.

With wide-profile slicks all around, a power-packed 100cc engine behind you, and a chassis a mere inch from the pavement, the Yamaha Race Kart can produce the kind of thrills usually reserved for Grand Prix racers.

The breath-taking sensation of being crossed-up and sideways at 60 mph.

The RC100S is a genuine racing machine developed by a company with a history of racing and winning.

The chassis, steering, and wheel stance are fully adjustable. The weight ideally distributed for tight, responsive high-speed handling.

The high-tension tubular steel frame is strong, yet lightweight. In fact, every component on this sophisticated little machine is engineered for maximum dependability and maximum performance.

IN THE DIRT.

Although the RC100S comes set up for the pavement, a special "dirt kit" is also available.

Add a fiberglass fairing, an air cleaner, special dirt tires, and the RC100S looks like a tiny sprint car. In size only.

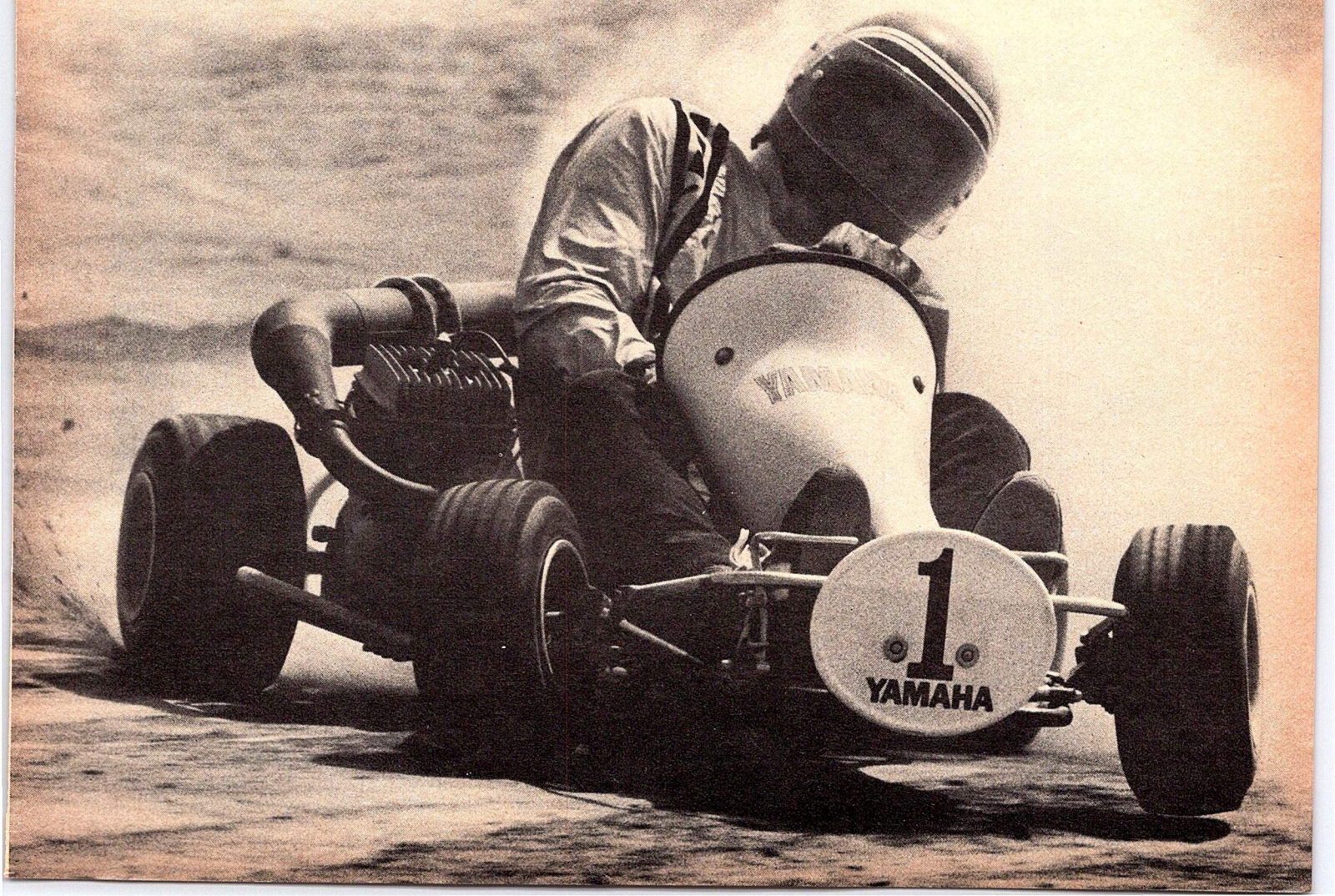
Drift it through a corner, flat out, and you'll understand why some of the biggest names in racing got their starts in karts.

Check out the Yamaha RC100S Race Kart and "dirt kit" at Karting specialty shops and selected Yamaha dealers.

Until you've flown an inch off the ground, you don't know what speed really is.

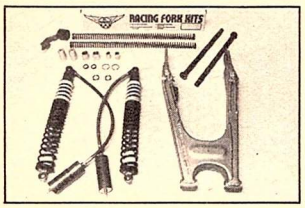
YAMAHA

When you know how they're built.



FACTORY SUSPENSION

CUSTOM BUILT FOR HONDA CR125R'S AND CR250R'S



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CR 250R Mod. & Springs $39.95
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PRO ROLLER TENSIONER
CR 125R/CR 250R Gold Alloy $24.95
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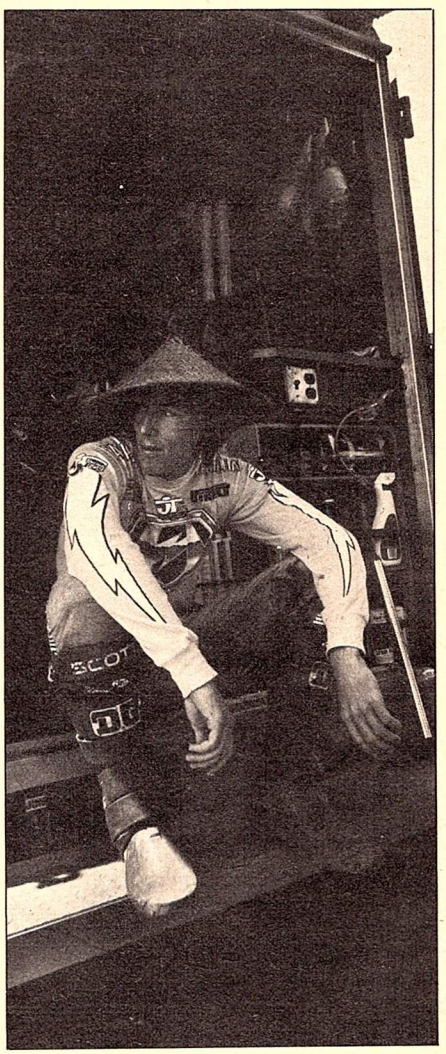
Dirt

KTM is rumored to be on the chopping block. Sources close to KTM report that they would like to eliminate their affiliation with the Russians, based on poor sales even after numerous World Championships.

The Russians, meanwhile, are allegedly trying to deal with a different manufacturer for the next season. Since politics play an important role in the Russians' selection of machinery, the neutral Austrians or Iron Curtain Czechs have always been ideologically safe. To ride a money-grubbing capitalist country's motorcycles would be bad for the old propaganda mill.

□ □ □



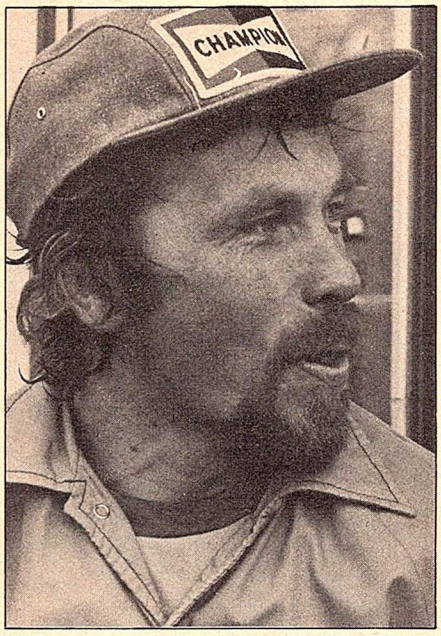
Dennis Kanagae

Bob Hannah displays the latest in Chinese motocross garb. An hour after you wear it you want to win again.

□ □ □

HEIKKI MIKKOLA FOR OLYMPIAD?

Saddleback owner and Olympiad promotor Vic Wilson was seen talking to



World Champion Heikki Mikkola in the pits at Carlsbad. The exact Olympiad formula has not been decided yet, but the Olympiad is scheduled for September. Will Heikki be there? Not even Vic knows for sure. He doesn't speak Finnish.

□ □ □

MOTOCROSS ACTION ATTRACTIONS

AUGUST 5	125/500 National, Houston, Texas
AUGUST 5	250 Grand Prix, Finland
AUGUST 5	500 Grand Prix, Belgium
AUGUST 12	125/500 National, New York
AUGUST 12	125 Grand Prix, Spain
AUGUST 12	250 Grand Prix, Bulgaria
AUGUST 12	500 Grand Prix, Luxembourg
AUGUST 19	125/500 National, Charlotte, North Carolina
AUGUST 26	125/500 National, St. Petersburg, Florida
SEPTEMBER 2	Motocross des Nations, Finland
SEPTEMBER 9	Trophee des Nations, Sweden

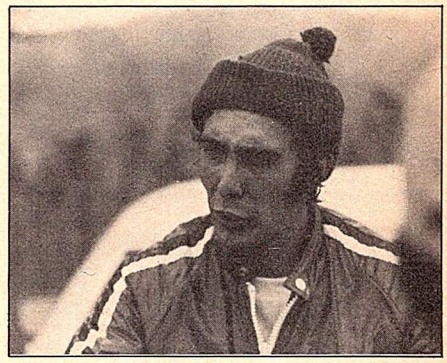
KING KENNY DOES ABC COLOR

Who did ABC Wide World of Sports pick to do the color commentary at the USGP at Carlsbad? 500cc World Road Race Champion Kenny Roberts. King Kenny will probably do an excellent job, although it is strange that a motocrosser wasn't selected to explain motocross. Watch for the GP in the winter ratings.

□ □ □

WEINERT TO EUROPE

It is rumored that following the 250 Grand Prix at Unadilla Jimmy Weinert will head for Europe to contest the last three rounds of the World Championships. Reports say that it will be a testing trip



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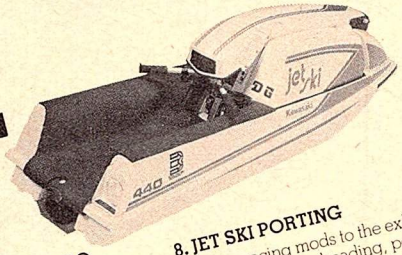

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2. BOYKO RACING PIPE
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3. MODIFIED STOCK IMPELLER
Decrease cavitation and improve power with a high luster, machined and polished impeller . . . **$49.95**

4. COMPETITION BEND BARS
Competition bars give more lateral control, improved riding position and are tested in National competition. Powder epoxy paint in competition blue . . . **$23.95**

8. JET SKI PORTING
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9. GRAB ON GRIPS
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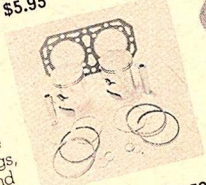

10. 474cc BIG BORE KIT
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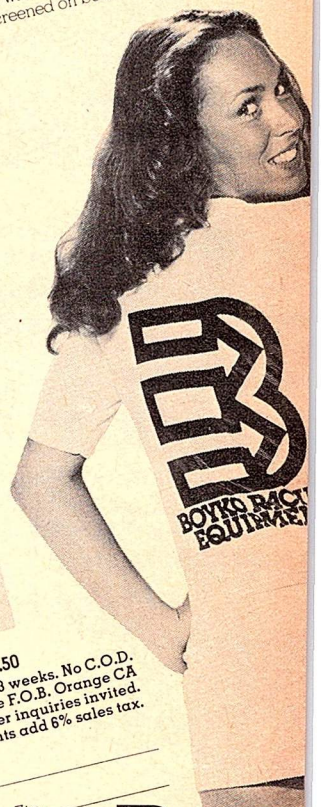

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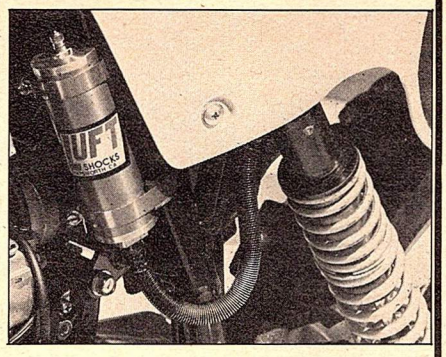

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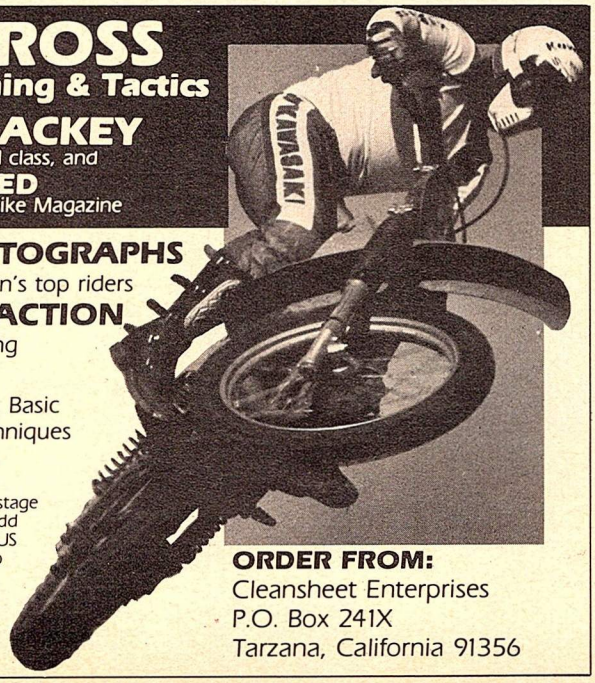

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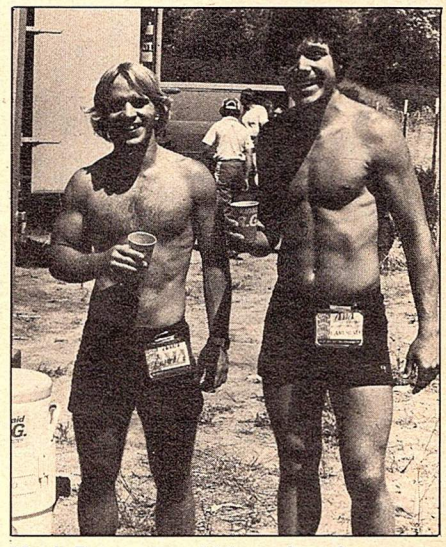
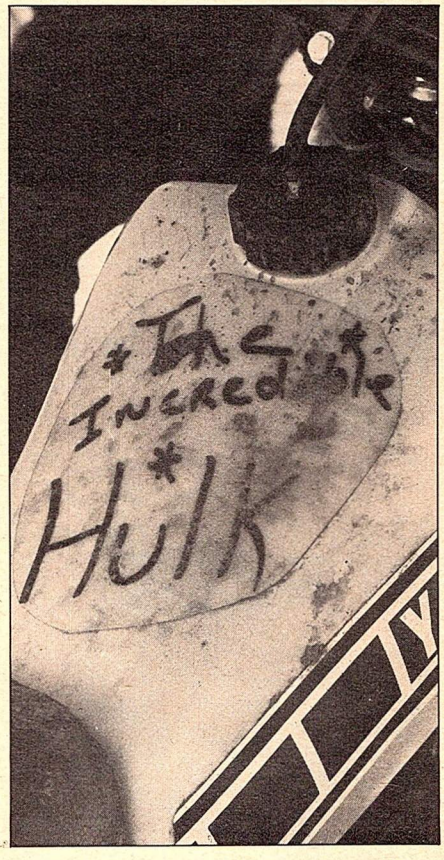
Dirt

to see about the possibility of Jammin' Jimmy spending all of next year on the continent.

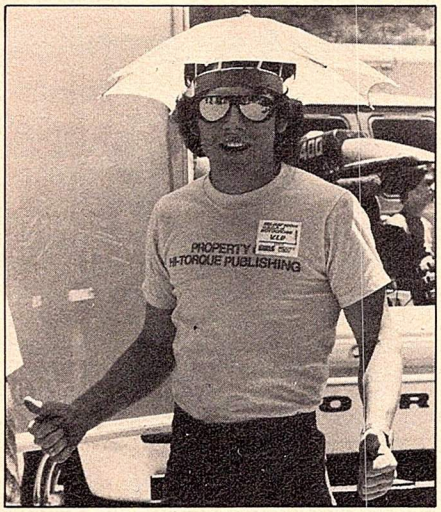
□ □ □



Mark Barnett and his trainer Leon Wolek have been working hard for an all-out assault on the final five 125 Nationals. Mark won the 250 Support class at the USGP.

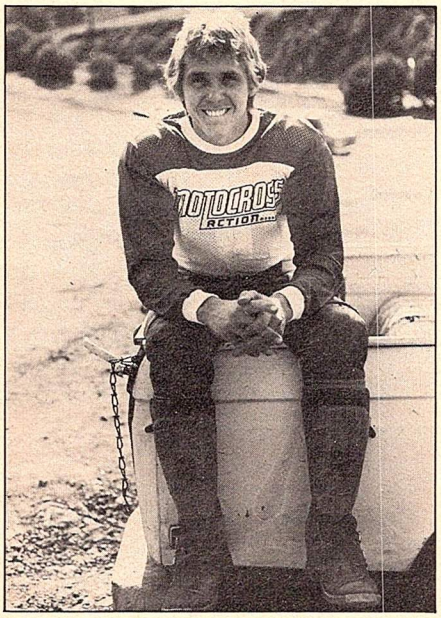


Team LOP's Greg Theiss may not be green, but his mechanic has other thoughts about the way Greg handles his YZ400.



Being a spectator at the USGP was tough. Scott Wallenberg displays the typical head gear.

□ □ □



Australian Chris Wright.

AUSSIES IN AMERICA

Three Australian motocrossers have made the long ocean crossing from Melbourne to Los Angeles to contest the SoCal MX scene. Chris Wright, Lucas Reynolds and Darrel Willoughby have spent the last six months racing at Saddleback and the Dunes. Their efforts to race the American Nationals have been stifled by AMA regulations, but each has had a good time in California. Willoughby has been staying with Warren Reid, while Wright and Reynolds have been living with Ketchup Cox. Between Cox's Texas twang and the 'Australians' almost undecipherable accents, the U.N. will be sending in a UNICEF team any day now. □

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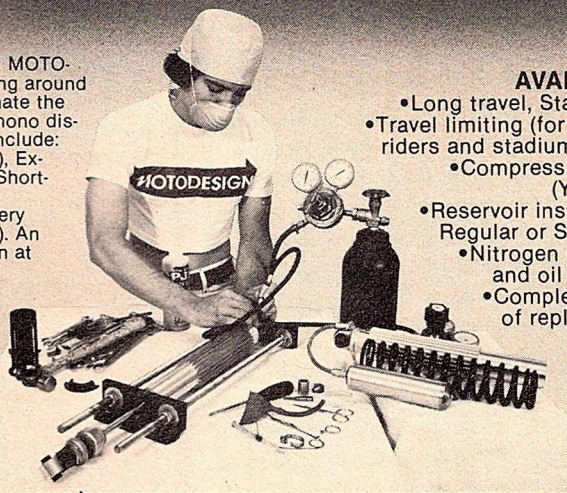

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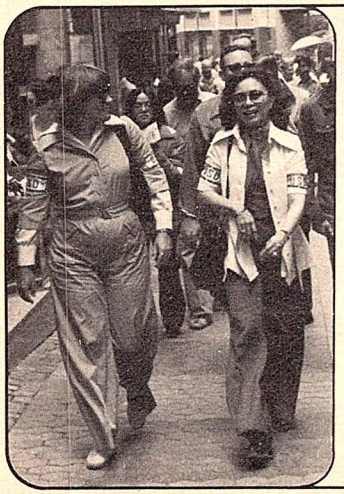

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Mail Entries

ALUMINUM TANKS
Dear MXA,
Do you know anyone who sells aluminum tanks for YZ Yamahas—'77-'79? I saw an ad in a magazine about a year ago but I've lost the address. If you know of one, or someone who could make one, please let me know. Also, does anyone make a YZ replica gas tank in white?

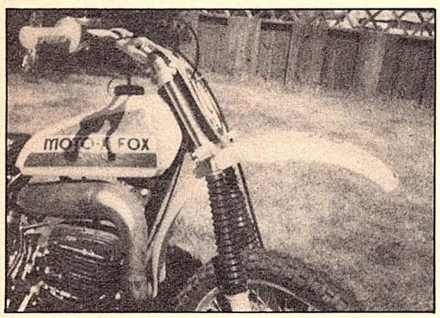
Doug Denning
Benson, North Carolina

(Sorry, Doug, but the bottom has fallen out of the aluminum tank business; the guys over at GPS don't make the tin burners anymore. If you want a white YZ tank, try Clarke Manufacturing, Rt. 1, Box 576, Mulino, Oregon 97042; [503] 829-2156.)

GAS AND ROOST
Dear MXA,
I was wondering if I could use regular gas in my YZ125? I would also like to know where I could get a paddle tire like Jim Weinert's.

Pat Vernola
Barstow, California

(Use a gasoline that has an octane rating of at least 90 or more for your racing scoot, Pat. Paddle tires are recaps and none of the major tire companies currently make one. You might try some of the dune buggy accessory outfits and see if they carry them.)



FORKED UP
Dear MXA,
Here's a picture of my Suzuki RM125C, after hitting a ditch in sixth gear "WFO." I hope you can use this in a future Bermshot.

Randy Morris
Klamath Falls, Oregon

SEND THE BEST
Dear MXA,
I'm writing to your fine magazine in search of some answers to some baffling questions. (1) Why is it that during the Trans-AMA, the 500cc National Champ wears the number one plate instead of the previous year's winner? Also, (2) why don't we send our best riders like Marty Tripes, Brad Lackey and Bob Hannah over to Europe to represent the U.S. in the Trophee and Motocross des Nations?

Jeff Hanson
Los Altos, California

(Jeff: (1) The Trans-AMA is a 500-class race and thus the 500cc National Champ gets the coveted number one plate. (2) Some organized system has to be used to pick riders for the Trophee and MX des Nations. The AMA chooses to use National Championship points standings. At the cut-off date for the standings, Marty Tripes wasn't an early points leader. Brad Lackey was selected based on his European experience, but was injured, so Chuck Sun filled in for him. Hannah did go.)

MOTO MAGS
Dear MXA,
I just purchased the fastest, and best-handling, bike I've ever owned. I can't believe the spine-tingling, eye-watering, white-knuckling speed. Of course it's the trickest bike in production this year, namely an RM125N Suzook. There's only one problem with my bike, I have to tighten spokes, and I hate tightening spokes. Could you tell me where I can get my hands on some nylon moto mags, and how much they cost? All my friends ride Suzukis and I want to blow their minds by riding out on the track with new wheels.

Mark Justice
Just north of Mt. Rainier, Washington

(In 1976 the Russian MX team tried using magnesium mag wheels on their factory KTMs. Although the mags didn't flex, they were much more prone to crack than conventional spoked wheels, so the Roost-skies abandoned the idea of using moto mags. Besides, the only nylon moto mags we know of come on bicycle MXers.)

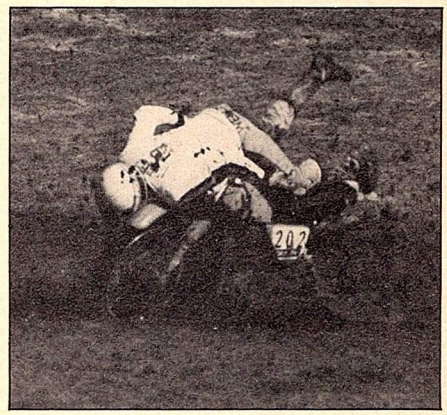
WARNING!!
Dear MXA,
I am a motorcycle dealer and have been involved with "Schoolboy scrambling" for six years. Both of my sons compete regularly with the Ringwood SSC, which was one of the founder clubs for Schoolboy scrambling and has produced such riders as Graham Noyce from its membership. Your magazine is eagerly awaited each month and its content and "style" much enjoyed. However, I feel that I must write and query the wisdom of your "Paper Training" article in the May MXA. I was very surprised to see your article encouraging the painting or attaching of stickers to helmets, without stressing that this is only acceptable with fiberglass models. I have also enclosed a typical leaflet supplied with helmets which we sell, which clearly points out that painting or stickers can be harmful to polycarbonate helmets.

John Denning
326 Charminster Rd.,
Bournemouth, England

(You're quite correct about not painting polycarbonate helmets, John, but the vast majority of helmets used for racing in this country are fiberglass models. It is our understanding that among Snell 75 approved helmets, which are the only helmets approved for AMA professional racing, there are no polycarbonate helmets.)

WHERE'S MARTY?
Dear MXA,
Why isn't Marty Smith winning any titles? He was my favorite rider until Bob Hannah came along. This doesn't mean I don't like Marty, because he's still a cool rider.

Al Mendoza
Hacienda Heights, California



C&B
Dear MXA,
I hope you can use this photo. It was taken at a recent S.R.A. race at Riverside International. I took this photo with a Konica T.C. and a 135mm F35 telephoto lens.

Harold Soens
Santee, California

DUCK BEFORE IT'S TOO LATE
Dear MXA,
Hey, guys, how about mentioning the Phantom Duck of the Desert and his Legal Defense Fund in your mag? Super Hunky is totally committed to the cause, which benefits all dirt riders, and you guys could help by getting support from all the MXers around. Remember, if the BLM closes the desert, they just might decide to eliminate motocross as well. Send a buck to help the Duck!

Robert Freggiaro
Fresno, California

(Phantom Duck Fund, 7896 Kempster Ave., Fontana, California 92335.) □

Planet PJ1 News

SUPERMAN VERSES FLUNG CHAIN

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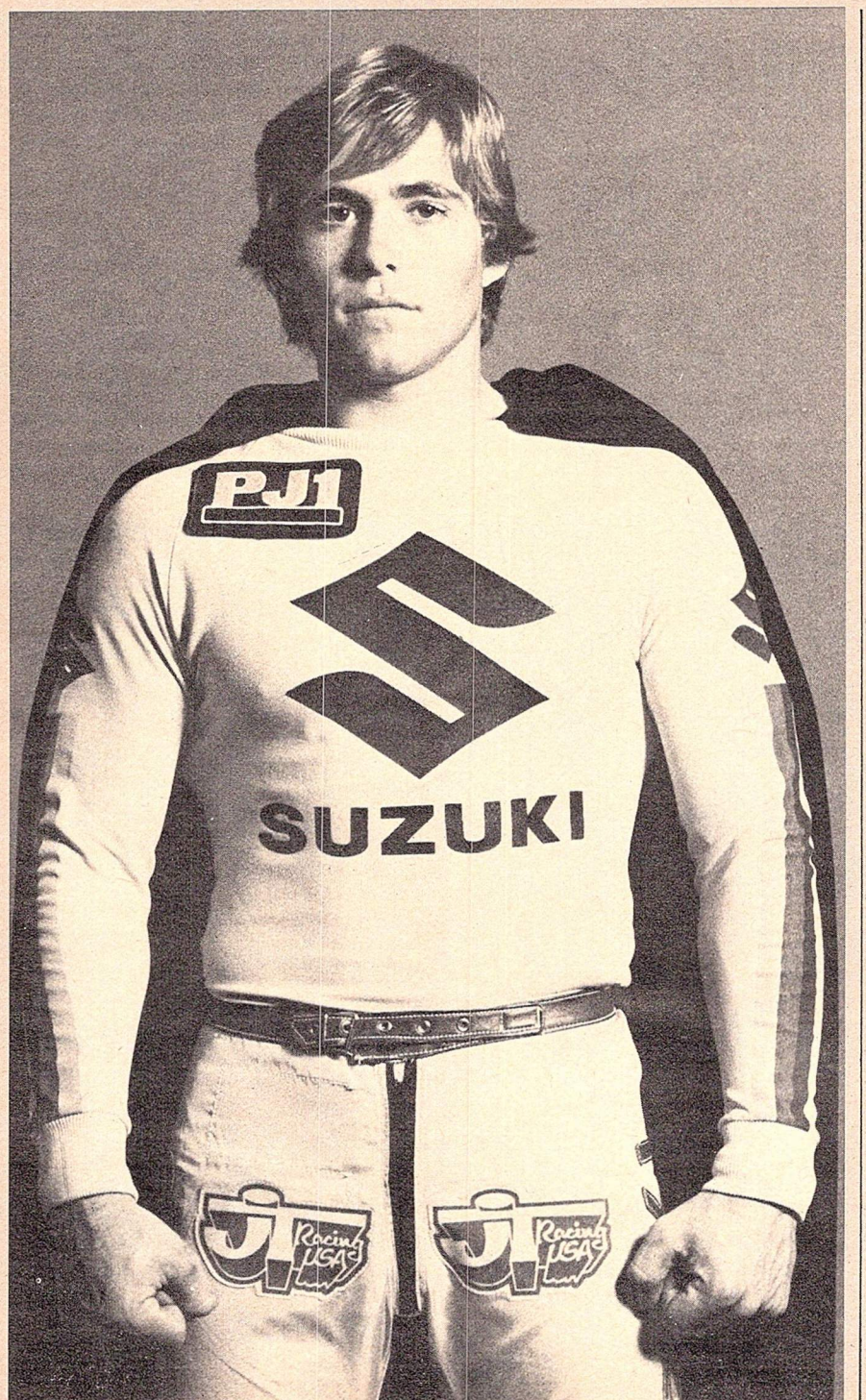

Metropolis, Ca. . .Superman LaPorte has joined forces with PJ1 Super Lubes to protect motocross racers everywhere! Seemingly mild mannered, PJ1 Chain Lube applies water thin to penetrate down deep to where it really counts. . .between your chain's pins and rollers. Then once inside, PJ1's secret blending of molybdenum disulfide and synthetic sperm oil changes to a tough, shock absorbing protective film to fight against heat build-up, chain wear, and your dreaded foe—Flung Chain.

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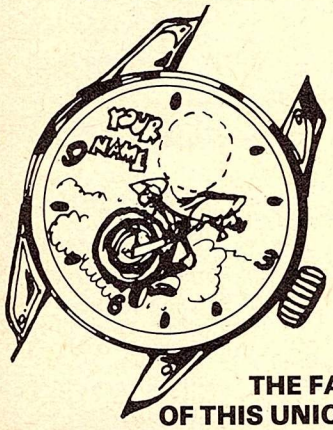

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By Al Baker

KAL-GARD GUN KOTE

Dear MXA,

I've heard that Kal-Gard engine coating will help dissipate engine heat better than the paint that comes on my motor. Is this true, and if so, where do I get it?

Peter Sweeney
Chenango Forks, New York

I have had several engines of my own coated with Kal-Gard's dull black "Gun Kote." I never checked temperature differences for myself, but their findings show a 20- to 30-degree lower running temperature on an average. The lower temp will result in more performance and longer engine life. To effectively apply the Gun Kote, you must sandblast your head, cylinder, cases, pipe or any other heat-bearing component. Next, lightly apply the Gun Kote from its aerosol can until you've covered all surfaces. Then, bake in the coating in your mother's oven for two hours at 400 degrees. Your engine finish will be brilliant and look great for years. Cost is $5.85 per 16-ounce can, and it is available from: Kal-Gard, 16616 Schoenborn St., Sepulveda, California 91343.

CR125R RIDING STYLE

Dear MXA,

I recently purchased a new Honda CR125R. I had trouble making it go where I wanted, when I wanted. I replaced the rear shocks with Ohlins. I also bolted on one of your roller chain tensioners, which eliminated all the chain noise.

Well, I still had problems steering, so DG suggested a 21-inch front wheel. One hundred and fifty dollars later, my friends and I decided it steered worse than before. The 23-inch wheel is now back on my bike, but it still shakes its head. Is it just me, or the bike? What's the answer?

Bobby Hill
Columbus, Ohio

It is my feeling that when the CR125R was developed, it was built to suit Honda's test riders. At that time, Warren Reid and Steve Wise raced and tested the new RC125. Their cosmic riding styles allowed them to virtually ride wide-open at all times; no slow to medium riding was even tested.

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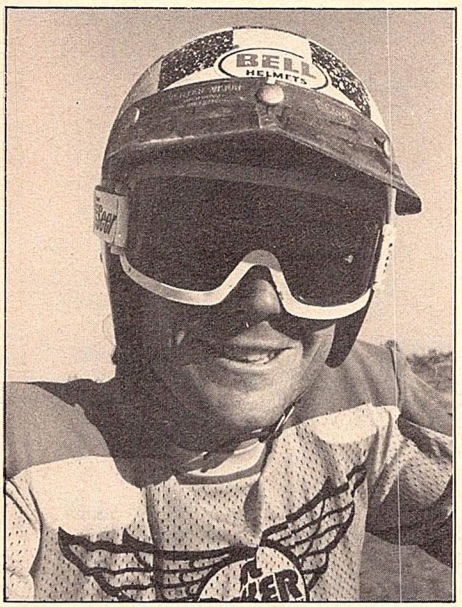


Well, once the engineers decided the 125 was race-proven, they went into production. So, if you'll notice, when under full acceleration your CR125R never shakes its head, because under acceleration the bike is always driving forward, and directly where you point it. This is a fine quality, but if you let off the throttle (or drive), the front end will wiggle and shake, because all its drive weight falls forward, making your front end heavy and quick-reacting.

The moral to my explanation is, always keep a drive on the rear wheel and your rider weight on the back of the seat. This is a racing machine for experts and pros. That's how it was developed, and that's how it should be ridden. Not putting, or even half-throttle, just WFO to the checkered.

'78 ELSI TIPS

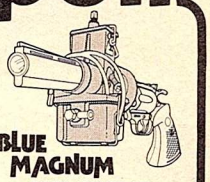
Dear MXA,

I own a '78 125 Honda Elsinore. I'm going to have all the ports polished and modified. I plan on running a Moto-Tek CDI, but I can't decide whether a 36mm Keihin or 34mm Mikuni would give me the best performance. Which is the best down or up-pipe for my bike?

Bengy Owen
Moore, Oklahoma

One of our ace employees races a '78 Elsinore, and has successfully made many improvements to his motor. Besides our cylinder and head work, the addition of an EI carburetor and FMF tuned pipe has teamed up together to make his '78 model faster than the '79s. A 34mm Mikuni will greatly improve your acceleration and torque, but the EI will add that much more. The FMF "Low Pro" pipe is very successful on that motor, increasing pulling power throughout the powerband. □

Get Yourself A Weapon



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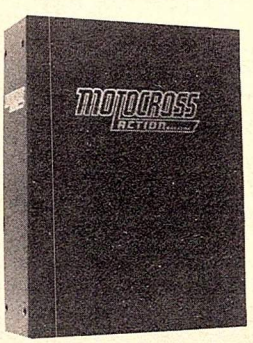

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Tricks From The Trade

I WANT, I WANT . . . I NEED, I NEED

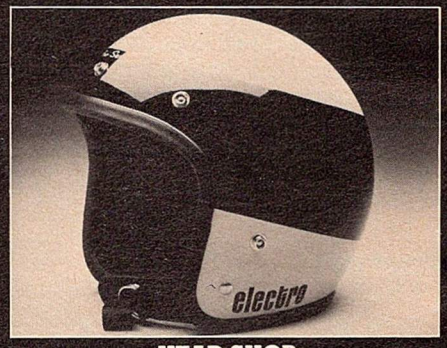
The ultimate mini-bike has finally arrived. Italjet's new KS50 is a scaled-down version of the latest factory iron, featuring leading axle forks (though the photo they enclosed shows the conventional forks) and a cantilever "monoshock" rear suspension. Other factory goodies included are FIM side panels, works tank and seat, conical hubs and a chain tensioner. They rate the KS50 an awesome 6.5 horsepower at 8500 rpm. That white-knuckle horsepower hooks up with a four-speed transmission that gets the power to the ground on for-real knobby tires, hotcha! Tell mom and dad not to let the price tag worry them, you'll just mow a couple of extra yards this summer, and next summer, and next summer, and the summer after that . . . For more poop see your local Italjet dealer or write Italjet, Dept. MXA, 13148 Saticoy St., North Hollywood, California 91605; (213)982-2000.

CZECH MAG TOSS

Fast overtaking lentil-making as the national sport of Czechoslovakia is the new sport of mag toss. Styled after the famous secret handshake of the Ukranian Concrete Workers Union (Local Z94), the sport became popularized after disgruntled employees at the CZ factory started tossing CZ mag covers at fellow workers. Uri (who shall remain nameless) Kudhavkotit is credited with inventing the sport, which was later stolen by a decadent Western spy. Capitalist money-grubbers soon exploited the proletariat with a cheap plastic version of Czech mag toss which they called Frisbees. For more information see your local CZ dealer, or for the capitalist imitation call toll-free (800)523-4503 and ask for the name of your nearest "Flippy Flyer" dealer.

HAUL-MAN THUMPER

For some, the mellow staccato of four-strokes is the only way to go. Unfortunately, in the world of motocross today the two-stroke is king. For the hard-core four-stroke fan, the mellow thump-thump has been replaced by the ring-ding of the two-stroke hordes. Torsten Hallman Racing, after successfully unveiling the Aberg Yamaha frame kit last year, has introduced the new Suzuki DR370 four-stroke frame kit. It consists of frame, Timken tapered steering head bearings, aluminum swingarm and aluminum engine mounts. It now appears that if you're willing to pay the price ($795 for the frame kit alone), you do have a choice other than the two-stroke monopoly. For more information, call or write: Torsten Hallman Racing, Dept. MXA, West: 1300 Hill St., El Cajon, California 92020; (714)442-0431; East: 440 Belden Ave., Addison, Illinois 60101; (312)543-5247.



HEAD SHOP

Looking for a lid that enables you to have peace of mind these days is hard work. It's pretty tough to find a helmet as well. Especially one that fits and feels comfortable. Electro helmets feature light weight, proper distribution of mass and excellent fit. Says so right in their press release. Actually, Electro helmets are very comfortable and among the best-fitting helmets around. Their Electro 1 Pro Series 2 is available in white, yellow or red for a suggested retail price of $77.95. Custom banded helmets are also available in yellow with either black, blue and red, or red, white and blue, and go for $89.95. Snell 75 approved in sizes from 6-7/8 to 7-5/8. For more information write: Electro Helmets, Dept. MXA, 7116 Laurel Canyon, North Hollywood, California 91605.

WHO AM US, ANYWAY

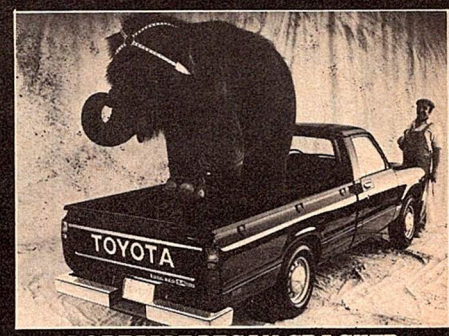
Why, none other than Ricky, Heikki and Chuck, that's who. When these stylishly attired gentlemen aren't standing around posing in their JT unleathers, jerseys and gloves, they're out burning up motocross tracks all over the world. JT's new "free-form" unleathers feature a "stretch streak" panel that makes for a more comfortable fit. They also are available with optional "Short Stack" knee/shin pads for use with JT-Mikkola or the new Scott boots. The pants are available in kids' (22-24), Junior (26R-26XL) and Adult (28-38) sizes. For more information, contact JT Racing, Dept. MXA, 303 W. 35th St., Suite D, National City, California 92050.

OLIVE OIL . . .

. . . probably wouldn't make your cycle run worth a hill of beans (have you ever seen a hill of beans?). But, Golden Spectro two-cycle lubricant could give you the gas (as well as beans) you need to roost your way up and over that proverbial hill of limas you conquer each week out at Chicken Licks Raceway. Spectro claims that some two-stroke oils are diluted with solvents to assure proper mixing with gasoline. These solvents actually lower the octane rating of your gas mix. Golden Spectro claims to have come up with a special "Diluent" which doesn't affect the octane rating of your gasoline, thus pushing back octane-related detonation and allowing an increase in power. For more information, contact Golden Spectro Division, Intercontinental Lubricants, Dept. MXA, Box 208, Brookfield, Connecticut 06804.

SIGGY GLOVES

Wasn't he the lead singer for Siggy Starburst and the Spidermen from Mars? Or was he the famous off-Broadway musical promoter? Naw, Siggy gloves are signature motocross gloves with Yamaha factory star Mike Bell's signature attached. Available exclusively from Malcolm Smith Products, the gloves are constructed of soft, durable goatskin with foam padding fore and aft. Mike and Malcolm wanted to make a glove that was attractive, durable, comfortable and best of all affordable for the motocross rider. At $15.95 per pair, we'd say they succeeded on all counts. They come in royal blue with bright yellow highlights. For more info, contact Malcolm Smith, Dept. MXA, 7563 Indiana, Riverside, California 92504.



PORTABLE PECAN CRACKER

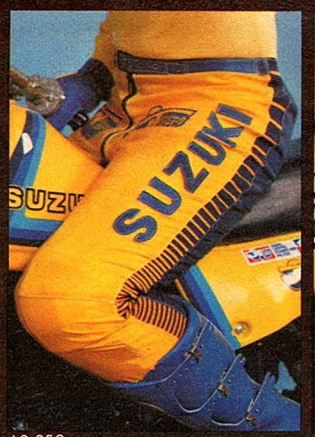
Have you ever been marooned somewhere with a pecan, only to have no way of opening that little nutshell? I mean, that comes up all the time, doesn't it? Well, Bimbo here could be the answer to your problems. While you're jetting around in your Toyota 3/4-ton Long Bed pickup looking for the Emerald Forest, Bimbo could be comfortably sitting in back crazily opening pecans by the dozens while you kick back and listen to some Zep tunes. No strain, Wayne, as your Toyota can easily handle the extra 1800 pounds Bimbo weighs, not to mention all those pecans. Its 2.2-liter overhead cam engine and four-speed manual transmission make cruising a snap, and with your portable pecan cracker in the back, crackle and pop can't be far behind. For more information, contact Toyota Motor Sales, Dept. MXA, 2055 W. 190th St., Torrance, California 90509.

ONE WENCH FITS ALL

Would you believe wrench? P.S.I.'s new main jet wrench is said to fit just about all types of main jets, from Bings, Dellortos and Amals, to Keihin and Mikini hex and slot head jets. They are also said to enable you to rejet your Mikunis without first removing the float bowls. The knurled grip ring allows you to properly seat nylon jets which will strip out if overly tightened. It's also small enough to fit through the removable drain plugs incorporated in some stock Mikuni float bowls and all Pro Bowl transparent float bowls. For more information, see your local dealer or write Precision Systems Inc., Dept. MXA, 9103 Wenonga Rd., Leawood, Kansas 66206; (913)381-0882.

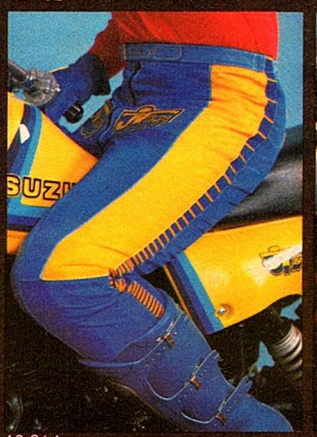
BOB HANNAH — Team Yamaha

12-262



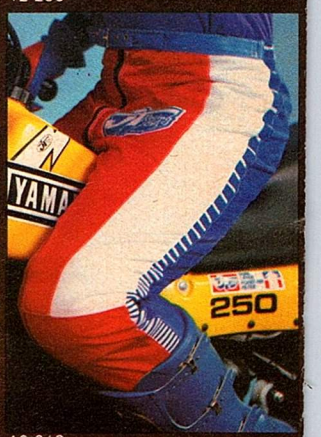
12-259

12-258



12-264

12-266



12-260

JT "FREEFORM" UNLEATHERS*

Choice of Hannah, Mikkola, Glover, Burgett. Featuring "Stretch Streak" panel, leather saddle and knee for better feel and longer life, and removable hip pads and knee/shin guards. Optional "Short Stack" knee/shin for use with JT-Mikkola or new Scott boots. Hand washable and available in sizes 22"-38" waist. *When ordering, please specify part number, size, and choice of knee/shin guard.

30-112

30-113

30-111

30-110

JT "WFO" TEAM JERSEYS

Special non-shrink polyester/cotton blend fabric offers color-fastness, flexibility, and comfort. Double yoke and reinforced elbows insure long lasting durability. All designs are "JT Originals" and feature great chest and sleeve logos.

*Order by size, part number and description.

Adult Jerseys (S,M,L,XL) **$22.50**
Kid's Jerseys (S,M,L) **$16.95**

30-148

30-105

30-103

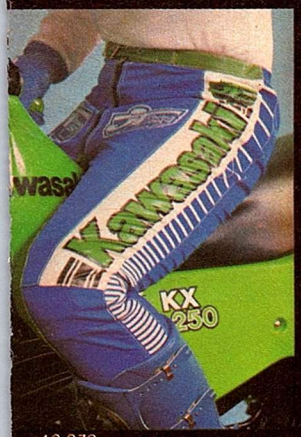
30-102

30-107

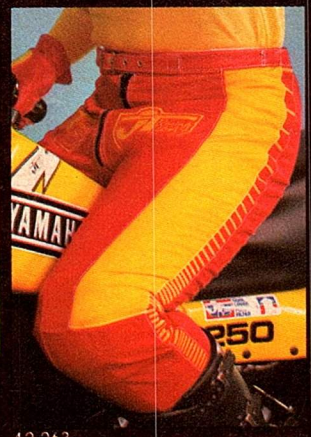
JT "Color Coordinated" CUSTOM LETTERING

70-272 Name on Pants (Rear) **$2.00**/letter
70-279 Name on Pant (Front Leg) **$2.00**/letter
70-271 JT Rear Logo on Pants **$5.00**
70-277 JT Front Leg Logo on Pants ..... **$4.00** each
70-240 Name on Gloves (Trick 2-Tone Colors) **$6.95**/pair
70-820 Name on Jersey Back—3" letters **$1.00**/letter
70-821 Number on Jersey Back—8" numbers **$2.00**/number
70-819 **ALL NEW!! TEAM YOU JERSEY** — Name on Front
Small-Medium Jerseys—8 letter limit **$1.25**/letter
Large-Extra Large Jerseys—11 letter limit **$1.25**/letter

SORRY FOLKS!! NO C.O.D. ORDERS ON CUSTOM LETTERING



12-270



12-263

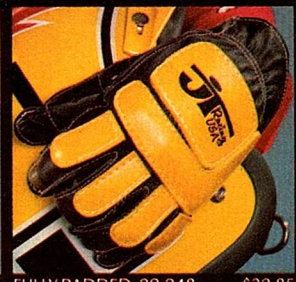
12-268

12-269

PANT NUMBER	KID'S 22-24	JR. 26R-26XL	ADULT 28-38
12-258, 12-262 & 12-270	$84.60	$91.50	$126.85
12-259	$91.50	$98.60	$133.85
12-260, 12-263, 12-264 12-266, 12-268, 12-269	$81.25	$88.15	$123.50

FULLY PADDED, 20-250 $32.85

INSIDE PADDING, 20-251 $28.50



FULLY PADDED, 20-248 $32.85

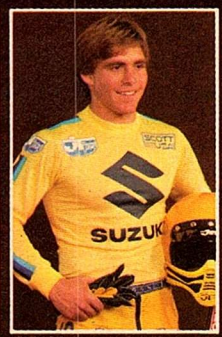
NO PADDING, 20-244 $24.25

INSIDE PADDING, 20-252 $28.50

LIGHTLY PADDED, 20-247 $32.85

JT CHAMPION MOTOCROSS GLOVES (Pat. No. Des. 240,975)
Made from 100% lambskin, these gloves feature double wrapped thumb and high impact back hand and finger padding. Used by virtually every top rider in the sport of motocross including Mikkola, Wolsink, Hannah, Smith, Tripes, Burgett, Glover and many, many more! Offered in an array of brilliant colors in Adult Sizes: 8, 9, 10, 11. Also Kid's Sizes: 5, 6, 7—no padding in kid's gloves. *When ordering, specify color, size, and price.

32-121



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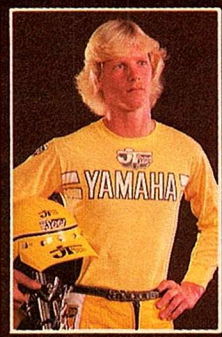

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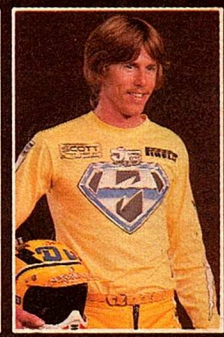
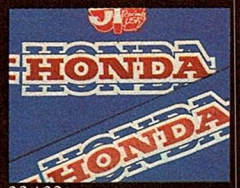


32-148

30-121



30-120

30-122

JT SUPERCROSS JERSEYS
Smith, Hannah, Burgett, Glover, and LaPorte have chosen this 100% cotton jersey for its comfort, coolness, and great good looks. This is by far the most popular jersey of the year! You'll love its T-Shirt feel and its racing designs. All shirts can be personalized with your name and number. Super easy to care for! Specify part number, size, and name and number if desired.

SUPERCROSS TEAM JERSEYS	ADULT SIZES: S,M,L,XL	$12.50
SUPERCROSS TEAM JERSEYS	KID'S SIZES: S,M,L	$10.95
SUPER-HANNAH JERSEYS	ADULT SIZES: S,M,L,XL	$13.95
SUPER-HANNAH JERSEYS	KID'S SIZES: S,M,L	$12.95

30-131

30-134

30-130

J.T. MIKKOLA VISOR 04-109
Specially molded visor offers rounded edges, increased peripheral vision, and colorful racing stripes. Used by Mikkola, Hannah, Tripes, Howerton and more. Indicate color: White, Blue, Yellow, Black, Red.

J.T. SUPERCROSS MOUTHGUARD 04-175
NEW Vented mouthguard provides total facial protection by covering mouth and nose area. Rounded edges eliminate sharpness, snaps and screws included. Extra holes provided for permanent application to helmet. Indicate color: White, Blue, Yellow, Black, or Red.

30-108

30-139

30-129

70-819

70-277

70-279

70-271

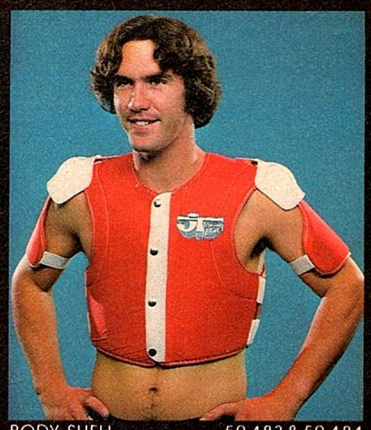
70-272

70-820

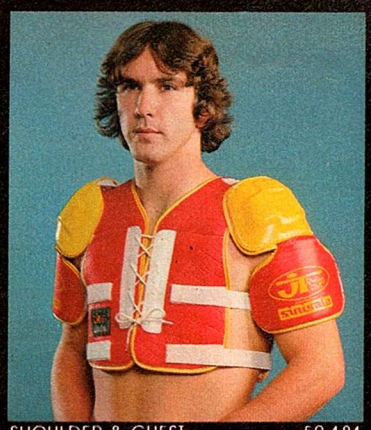
70-821

70-240

TEAM SCREEN 50-190



BODY SHELL . . . . . 50-183 & 50-184



SHOULDER & CHEST 50-181

VENTILATOR 50-191

WITH CUPS 50-189

JT TEAM SCREEN
This fantastic new protector is now available in two different models. Both models offer lightweight, air-cooled protection and are colorful and stylish as well. Choose either model in Red/Yellow, Blue/Yellow, Black/Yellow.
50-190 JT TEAM SCREEN™ **$34.60**
50-189 JT TEAM SCREEN™ WITH CUPS **$39.50**

JT BODY SHELL
Total 360° Protection. Upper torso is encased in comfortable layers of high impact polyethylene foam and plastic. Red Only.
50-183 Small to Medium Chest (32"-38") **$39.95**
50-184 Large to X-Large Chest (36"-42") **$42.95**

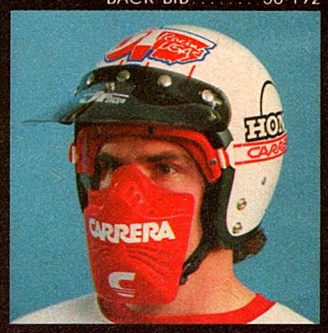
JT SHOULDER/CHEST PROTECTORS 50-181
Fully adjustable with lace-up front and 4 adjustable velcro chest straps. Machine washable in Red only **$44.30**

JT VENTILATOR™ 50-191
Endorsed and used by BOB HANNAH. Features 4 vented front and back plates cupped away from the skin for cooling air flow. High impact polyethylene runs through the front and back for full protection. Fully adjustable and available in Red/Yellow, Blue/Yellow, and Black/Yellow **$57.25**

JT BACK BIB 50-192 for application of name and number **$14.75**

BACK BIB 50-192

JT MIKKOLA MOTOCROSS BOOT
Formed from one piece of the finest grain leather, this super-fitting boot is the ultimate in a leather boot. As worn by Mikkola, Marty Smith, Marty Tripes, Broc Glover, and Tommy Croft. Available in Black, Red, or Blue.
Kid's Sizes—1 thru 5 (no ½ sizes). Adult Sizes—6 thru 13 (½ sizes - YES) **$118.00**



BELL HELMETS
RT (White, Orange, Red, Blue, Black) **$59.95**
MAGNUM II (Yellow, Black, Orange, White, Silver) **$89.95**
MOTOSTAR III (Red, White, Yellow) **$104.95**
*Give exact helmet size when ordering

GOGGLES
JT/OAKLEY (Yellow, Red, Blue w/Lexan Lens) . . . **$13.95**
SCOTT U.S.A. (White, Blue, Orange) **$13.95**
CARRERA 98 (White, Red, Blue, Yellow, Black) . . . **$16.95**

VISORS
JT DUCKBILL (White, Red, Blue, Black, Yellow) **$3.95**
JT MIKKOLA (Red, White, Yellow, Blue, Black) **$4.95**
JT BUBBLE (Red, Yellow, Blue, Smoke, White) **$3.95**
JT MUD-O-CROSS (Smoke Only with clear ext.) . . . **$6.50**

FACE GUARDS
JT SUPERCROSS (White, Red, Blue, Yellow, Black) . . **$8.95**
SCOTT MASK (White, Red, Yellow, Blue, Orange) . . **$6.95**
CARRERA MASK (Red, White, Blue, Yellow, Black) . **$8.95**

JT LEVER LOVERS
These are the most effective mud guards you'll ever own. Constructed from thick polypropylene plastic for easy and simple installation, they keep hands and levers dry and clean. Popular with many National riders because they won't sag or flop. Includes the new super-neat JT insignia. Indicate bike brand when ordering . . . . . .
09-103 . . . . . **$8.95**/pair

JT DIRT DIGITS™
Both models are available in Black/Red, Black/Yellow, or White/Red Trim. All come in a pack of ten numbers.
09-101 Fat Numbers — for those one or two digit low plates **$4.95**/pack
09-102 Skinny Numbers—for those three digit plates **$4.95**/pack

HANNAH BOLT BAG™ 05-203
4 pairs of Bolts in 6", 7", 10" and 14" sizes (1 pair each size). Pick from white/blue, white/black, black, white/red or yellow/red **$3.95**

JT VISOR STICKERS
Take your pick and order by color. Indicate if sticker is for Bubble, Team Peak, Mikkola, or Duck Bill style visor **$2.25**

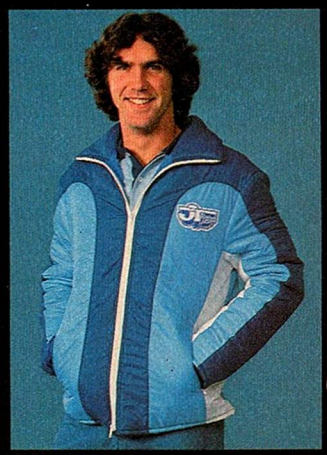
JT DELUXE STICKIE BAG 05-621
29 "OUT-A-SIGHT" big ones—count 'em **$7.95**

JT STICKIE BAG 05-620
Basic bag full of 15 TRICK-O Stickers **$3.95**

06-231

JT ENDURO JACKET
Popular nylon enduro jacket lined with quilted nylon/polyester fill for best comfort. Adjustable collar and cuffs with velcro closures. The front both zips and snaps for added warmth. Fully adjustable waist belt, six huge snapped pockets, and brilliant colors make this jacket ideal. Machine washable and water resistant. Available in Red/Yellow or Blue/Yellow in Sizes: S, M, L, XL . . **$98.00**

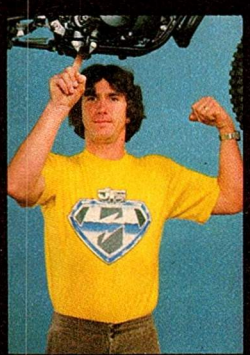
JT TEAM BRITCHES
Official "works" mechanic's overalls. Machine washable, adjustable shoulder straps and available in all Team styles.
Sizes: S, M, L, XL **$31.95**
06-234 Team Yamaha . . . . . Black/Yellow
06-235 Team Yamaha . . . . . Red/White/Blue
06-236 Team Suzuki . . . . . Blue/Yellow
06-237 Team Honda . . . . . Red/White/Blue
06-239 Team Kawasaki . . Green/Blue/White
06-239 Team Husqvarna . . . . . Blue/Yellow
06-240 Team Maico . . . . . Red/Yellow
*When ordering, please indicate part number, style and size.



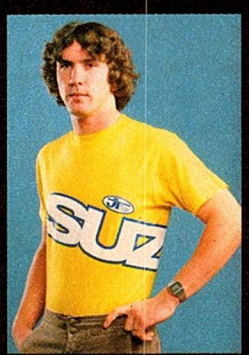
06-232

JT TEAM JACKET
Great new light-as-a-feather JT Team Jacket features zippered outer pockets, "wind-proof" inner cuff, nylon front zipper, and inside lapel pocket. Soft, strong nylon fabric is polyester filled for added warmth. Terrific color combination makes it a natural with jeans or pit pants on or off the track. Available as shown in Adult Sizes: S, M, L, XL **$89.00**

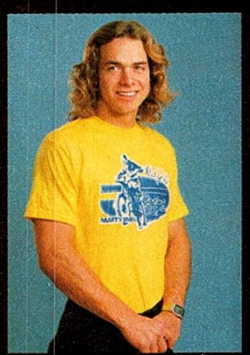
JT TEAM PIT PANTS
Exclusive new pit pants from Team JT are available for those of you who prefer pants to overalls. Made from the same cotton/poly blend fabric as the overalls, they are now available in three different colors with the trick new JT insignia down the leg. Sizes: S,M,L,XL . . **$31.95**
06-250 Team JT . . . . . Black/Yellow
06-251 Team JT . . . . . Blue/Yellow
06-252 Team JT . . . . . Red/Yellow
*Please specify part number and size when ordering.
Team Hats **$6.95**
Mechanic's Work Shirts — Red/Yellow/Blue — S, M, L, XL **$15.95**



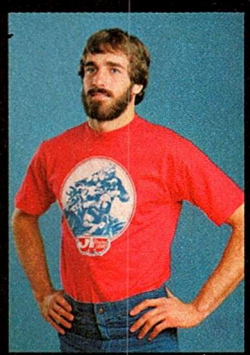
07-574 . . . . . $7.95



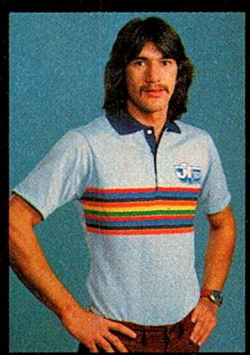
07-578 . . . . . $7.95



07-604 . . . . . $7.95

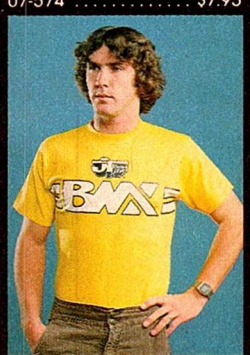


07-580 . . . . . $7.95

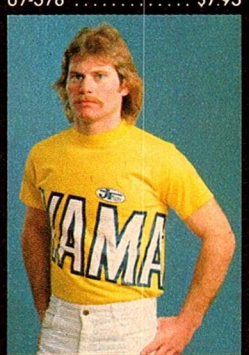


07-583 . . . . . $15.95

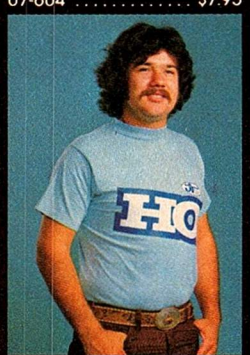
07-575 . . . . . $8.75



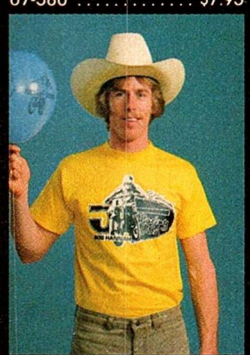
07-573 . . . . . $7.95



07-579 . . . . . $7.95

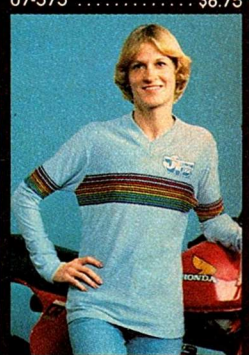


07-577 . . . . . $7.95



07-608 . . . . . $7.95

07-581 . . . . . $8.95



07-631 . . . . . $18.75

JT SUPER T-SHIRTS Super Hannah, Marty Smith and many more. Specify Men's, Women's, or Kid's Sizes: S, M, L, or (XL—Men only). When ordering be sure to include part number, price, and size.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Send Money Order to avoid delay in shipping. Calif. residents add 6% sales tax. All foreign orders add 10% for shipping charges and must be prepaid in U.S. currency. For super-fast delivery call us at (714) 427-0971. All orders less than $10.00 please add $1.50 handling fee. Allow 45-day delivery on orders placed with personal checks. WE DO NOT ACCEPT MASTER CHARGE.

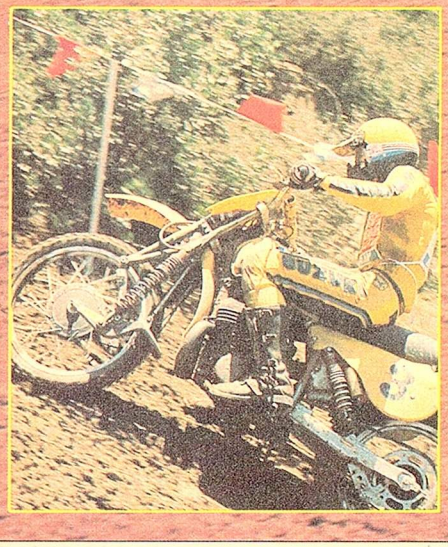
NAME APPLIED _____ NUMBER APPLIED _____
AMT. ENCLOSED _____ ( ) Visa / ( ) Amer. Express
Expiration Date _____ Credit Card No. _____

PART #	DESCRIPTION	QTY	SIZE	COLOR	AMOUNT

If additional space is required when ordering, write down the items (including quantity, size, color and amount) on a separate sheet of paper & send with this coupon. Prices subject to change without notice.

DEALER: Send For Free Catalog On Letterhead TELEX No. 697-869

JT RACING USA BOX 10, BONITA, CA 92002
303 W. 35th Street, Suite D, National City, California 92050



BEL-RAY UNITED STATES

IS CARLSB

Bad day at Carlsbad

By Jody Weisel

□ Ninety-four years ago, in Europe, the motorcycle was invented. Perhaps this was an omen that suggests that motocross is a *European* sport. The American riders are fast and tough. Danny LaPorte, Mike Bell, Darrell Shultz and Rex Staten are en-

GRAND PRIX

BAD BURNING?

gaged in a do-or-die battle for 500cc supremacy in America, while Chuck Sun and Brad Lackey are hoisting the old red, white and blue up on the continent. The United States 500 Grand Prix at Carlsbad has been the sole domain of Mssrs. Bauer, Wolsink and Mikkola.

The best an American rider has ever done was to win one moto and DNF the next one. One European visitor went so far as to say that, "I think you were faster last year!" □

THE TRACK

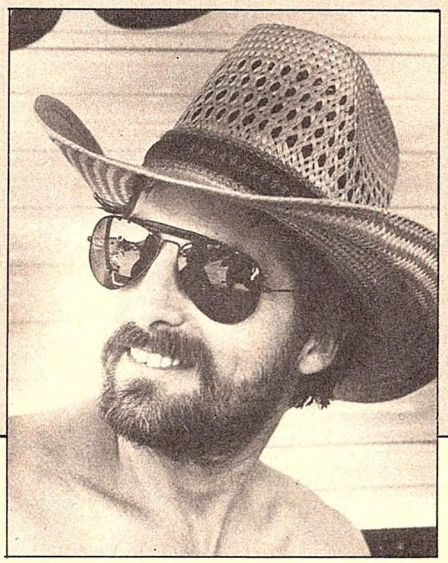
☐ The uphill at the Carlsbad track is called the *Carlsbad Freeway*. It is anything but a freeway. The misnomer comes from the concrete-like clay that is pounded into pavement during practice. The *Carlsbad Freeway* is as hard as concrete, but it may be the roughest quarter-mile of racetrack in the world.

Carlsbad Raceway is 1.3 miles of adobe clay undulating up the sunburnt hillsides just 10 miles south and east of Camp Pendleton. The California Highway Department even has a freeway off-ramp sign that says MOTOCROSS. They bring it out every year at GP time.

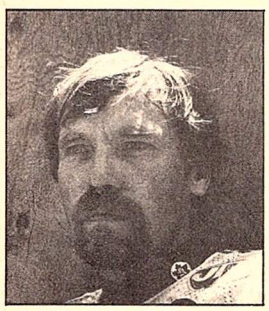
The track is heavily watered before the race, but the water only creates additional obstacles, without diminishing the dust or increasing traction. The water bakes off the hard surface, whose ambient temperature can reach 135 degrees, and only collects into pockets of muck separated by dusty sprints. Goggle selection and tear-off preparation are as important as horsepower on the *Carlsbad Freeway*.

Great Britain's Bob Wright was sprayed with water in a mudhole, then had his goggles coated with dust, which clung to the moist lens, and had to drop out of the first moto. You can't race if you can't see. ☐

Great Britain's brightest hope since John Banks is Graham Noyce.

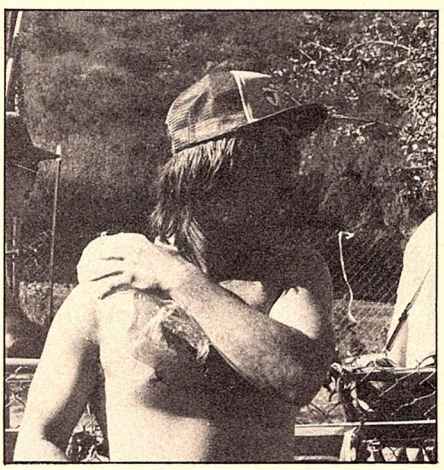


Brad Lackey came to the U.S.A. in third place and left in second.



Heikki Mikkola is the ultimate machine, riding the ultimate machine.

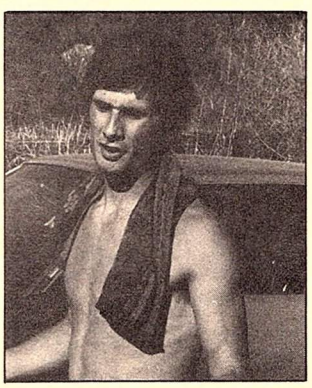
Gerrit Wolsink and Roger DeCoster sit in the shade and sip a tall glass of ERG. Wolsink rode an intelligent race.



Gerard Rond is tagged as Roger DeCoster's successor at Suzuki. He came to America injured and left injured. Ice packs kept him comfortable.

Belgian Andre Malherbe was two-time European 125 Champion before moving to the Open class. He is Graham Noyce's Honda teammate.

Jean-Jacques Bruno is known in France as "Super Bruno." Elf is a gasoline company that sponsors him.



Yvan van den Broeck was one of a covey of new, young Maico riders.

Andre Vromans, known as Vvroom, used to be sponsored by a local shop in Belgium. That shop was Roger DeCoster Motorcenter.

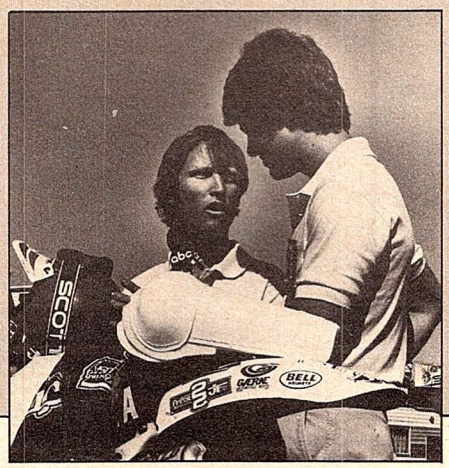
Photographs by Dick Miller, Dennis Cox and Jody Weisel

THE SPECTATORS

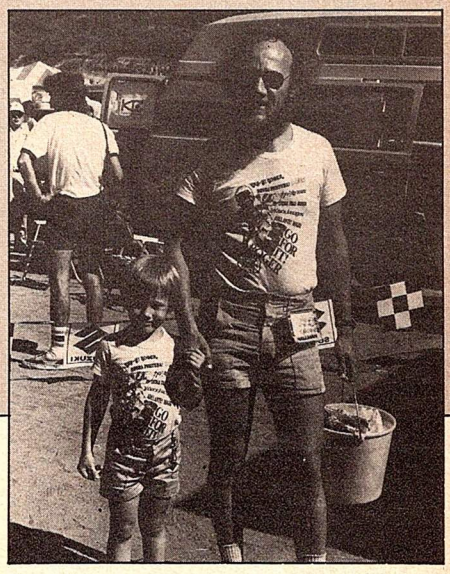
☐ Gasoline was more precious than GP tickets on the California fault line, but even more priceless was a spot of shade, a tall cool one and a short line at the porta-can. The 75-cent soft drinks were made palatable by the 100-plus-degree temperatures. Twenty thousand fans lined the track in every manner of garb. There was no respite from the searing sun or blinding dust. Spectators donned goggles, took the lids off their ice chests and even sprang open umbrellas.

The heat wave, gas shortage, $12 tickets and long drive from urban areas couldn't deter the *aficionados'* love of a battle. They come to root for the Americans, but they love the Europeans. Roger DeCoster's Rigi quadra-lateral leading link suspension, and the possibility that this would be the Man's last race in America, had the fans waving Roger on during his hard ride in the first moto.

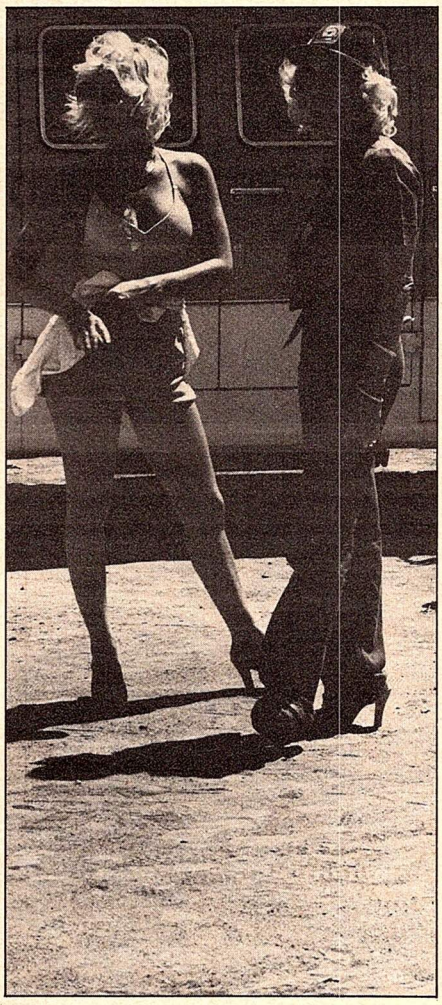
These people, dressed as they were, mostly for the beach, would point and gawk and ask, "Who is this Mannheim guy? I mean Malhurt, or is that Malherpy?" And as Andre Malherbe would pass by they would look to see if these Europeans were indeed just like us. As Andre Vromans ripped off into the lead of the first moto, you could hear a low rumble in the crowd as everyone pointed at the young Belgian and said to their girlfriends, "Vvroom!" ☐



The biggest spectator of all was ABC's Wide World of Sports. Commentator Jim Lampley interviews color commentator King Kenny Roberts, who points out the clip-ons, slicks and fairing for the 30 million viewers.

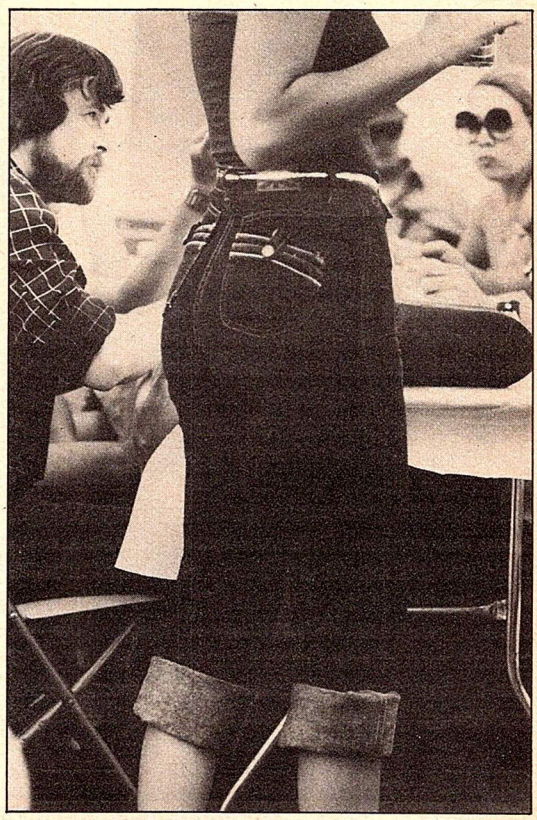


Lars Larsson and young Lars-Erik styled with their multi-lingual R.D. T-shirts.



There is nothing special about California girls that isn't readily visible.

Trackside viewing required the determination to hang in there and the wearing apparel of Rommel's Afrika Corps.



The latest in European leathers.

THE PITS

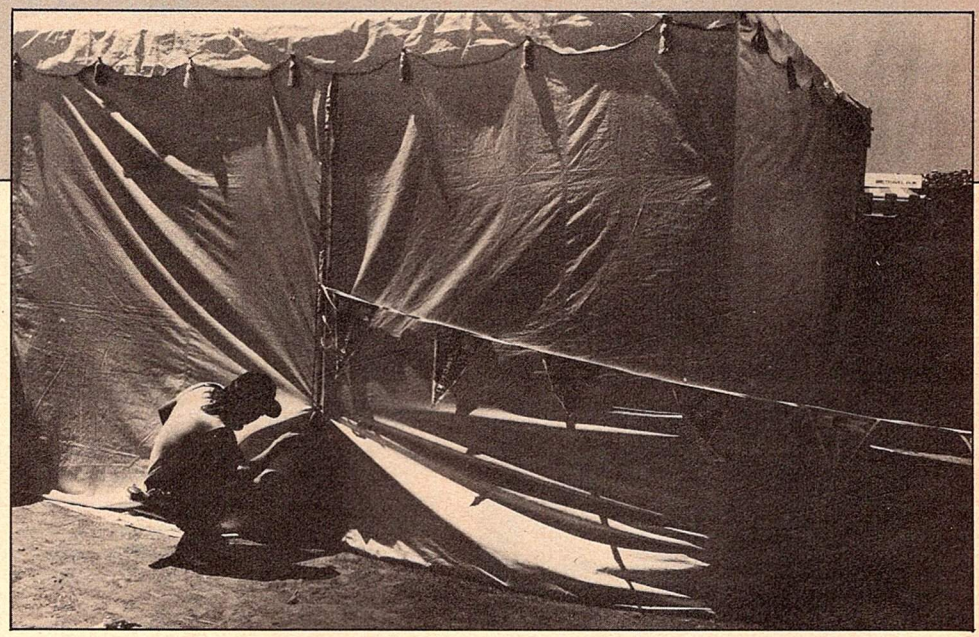
☐ Everybody plays out their fantasies in the pits. Some riders tuck themselves away, string banners and draw the motor homes into a circle to keep intruders out. Kawasaki operates like this. Brad Lackey even pitched a tent to keep prying eyes from seeing anything.

Other teams back the trucks up to the pit fence, unload the bikes, sign autographs through the chain link and thrill the girls with sights of Grand Prix racers walking around in their Winner motoshorts. Team Suzuki operates like this.

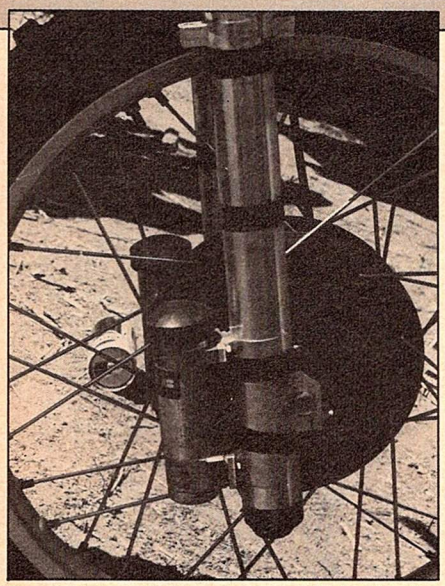
There are teams that can't seem to get the teamwork down. One rider will be over on the north side of the pits, while two others are in the center and a fourth is pitting over by the porta-cans. Yamaha works their pit pageantry with this laissez-faire attitude.

The Europeans dispersed themselves evenly throughout the pits and, with the aid of their American friends or teammates, did their best to be friendly, even when they didn't speak English, and to allow everyone to see their bikes.

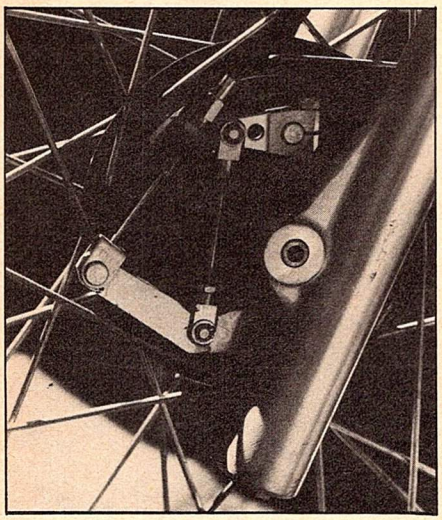
The KTM team, which was represented



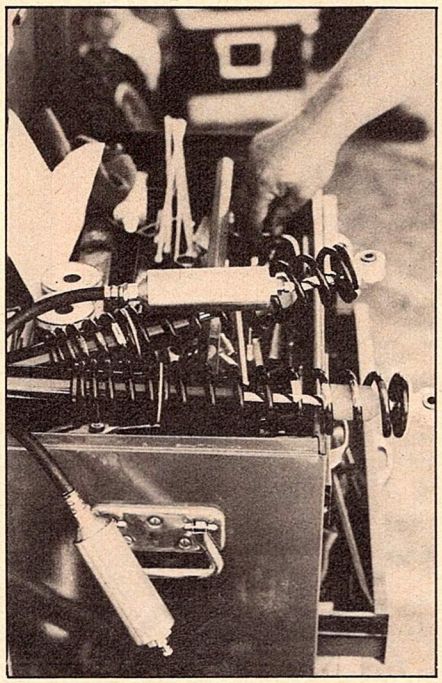
This was Brad Lackey's pit. It was 100 degrees outside and at least 110 inside.



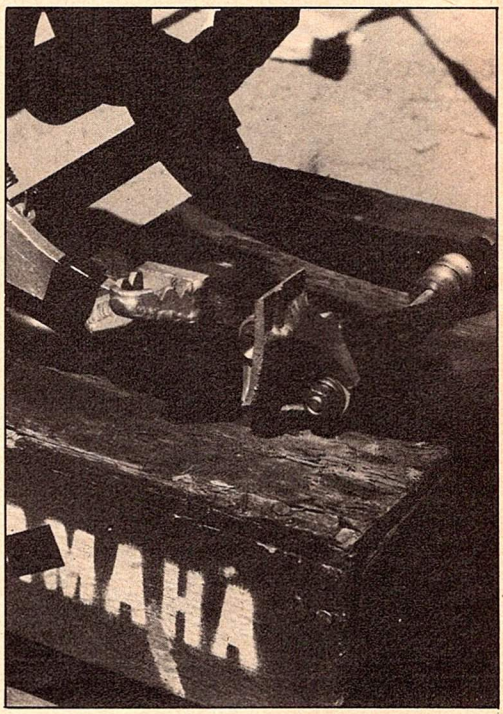
Gerard Rond's works Suzuki had oil reservoirs mounted on the sliders of his Kayaba forks.



The factory OW Yamahas showed up with double leading shoe front brakes. Using the same size hub, the Yamahas are able to increase braking power by a significant amount.



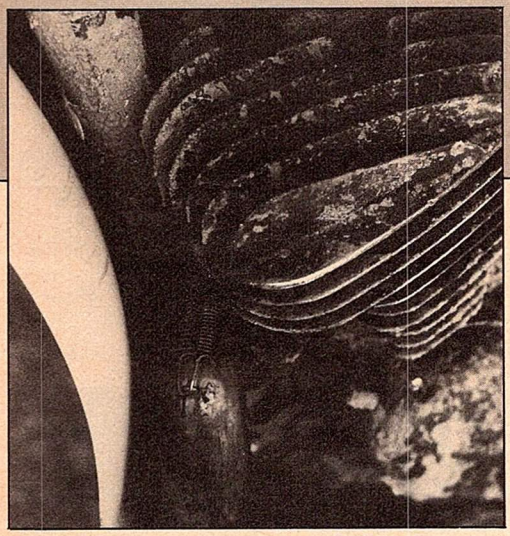
Kayaba brought out new aluminum reservoir shocks for the team members to test. They tested them, but most elected not to use them.



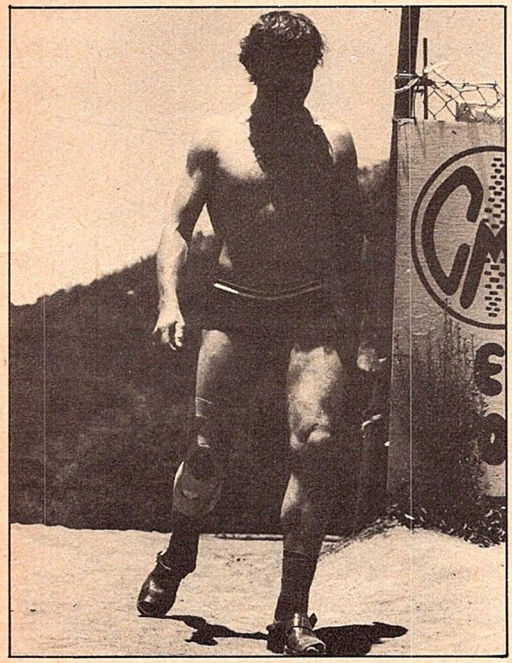
Yamaha mounted a guard on the frame to protect the brake pedal from crash damage.

by French Champion Jean-Jacques Bruno, even had a sign lettered that explained that they were the French KTM team.

"Isn't it just like the French," said a bemused AMA official, "that they have more team managers listed than they have riders?" □



The new reed-valved Suzuki motors had so much finning on the cylinder and head that it actually stuck out past the front downtube on the frame.



With all the mechanical marvels unveiled in the pits, it was only fitting that Heikki Mikkola's right knee was the most miraculous device on the track.

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BEL-RAY UNITED STATI

☐ Graham Noyce flew into Los Angeles leading the 500cc World chase. Noyce had won the Austrian GP, and had finished fifth in France, third in Sweden and second in Italy. Great Britain was rejoicing. America's brightest hope was Kawasaki-mounted Brad Lackey. Lackey had finished second in Austria, first in France, fourth in Sweden and seventh in Italy. Britain had not nabbed a World title since Jeff Smith did the trick on BSA back in 1965, and the United States had never had a World Motocross Champion.

If 1979 was to be the year for an English-speaking rider, it would have to come at the expense of the continentals. Gerrit Wolsink had finished third in Austria, seventh in France, first in Sweden and ninth in Italy. Wolsink was tired of being the bridesmaid in the 500 class. Gerrit has been in the top five for the past six years.

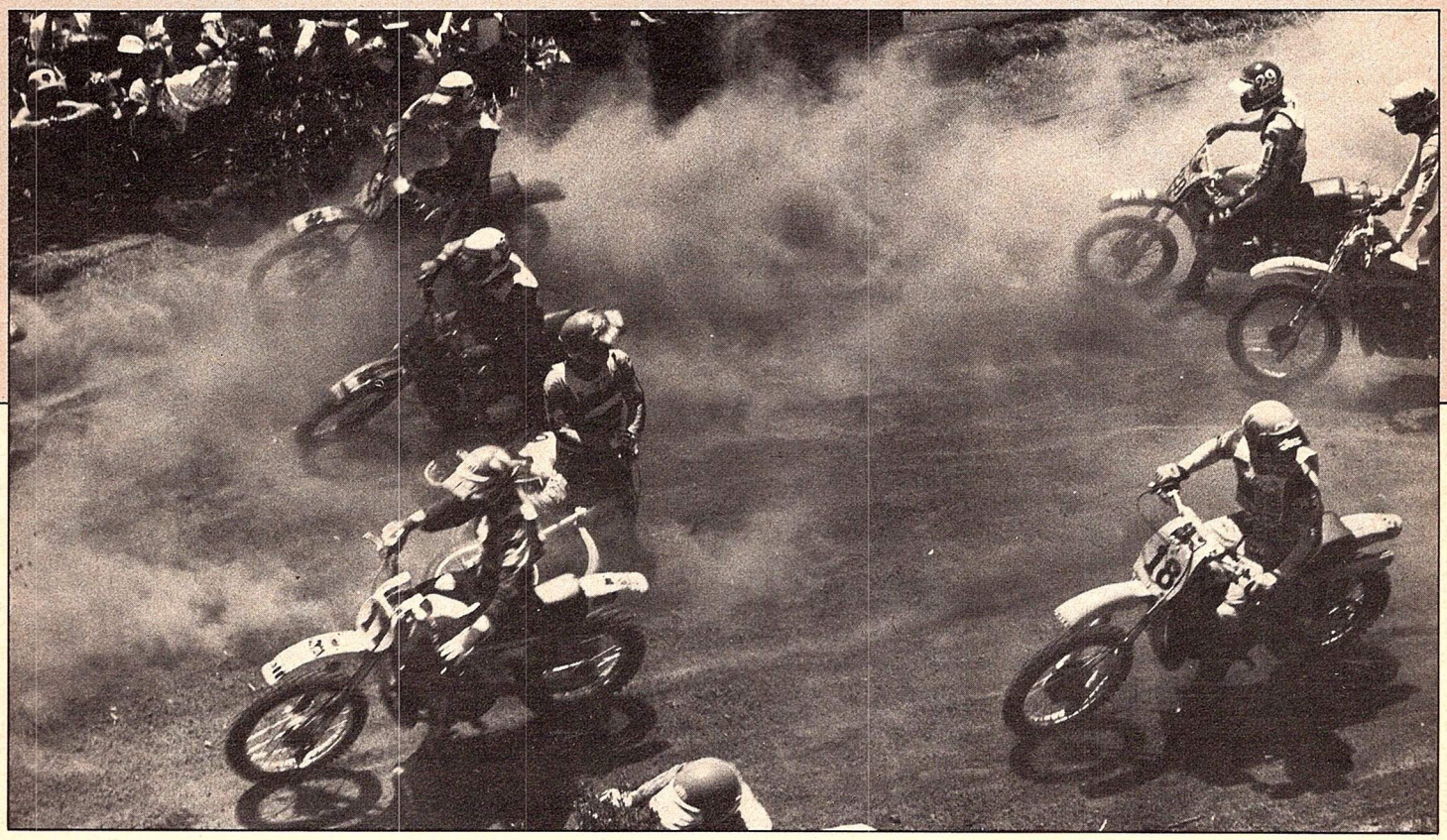
The World points leader, Graham Noyce. On the back of his leathers was written—Rolls Noyce.

THE RACE

Time is running out for the master of Carlsbad. Wolsink had won the USGP four times.

Noyce led, Lackey was third and Wolsink fourth when the jumbo jets landed at LAX. The man they feared the most was in second place. He shouldn't have even been in the top ten, following a serious knee and ligament injury. Heikki Mikkola, already a four-time World Champion, scored no points in Austria. He was in pain, and his competition took comfort in the fierce Finn's failure. But Heikki came roaring back to finish fourth in France, second in Sweden and first in Italy. Mikkola was on the move, and even at 34 years of age he shows no signs of slowing down.

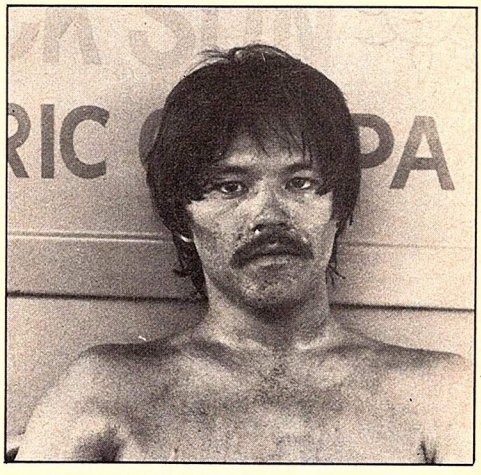
If there was any doubt about Mikkola's



False start follies! Gerard Rond parks it in the first turn to get the best seat in the house, while Danny LaPorte (18) looks back to see where everybody is.

Roger continues to be cursed at Carlsbad. After a great first-moto ride he couldn't answer the bell for the second round.

Near the end Mike Bell's head began to flop to the side from heat exhaustion. Mike's decision to pull in was the most difficult he'll ever face in his career. It was a great ride.



Chuck Sun was first American in third place, but unfortunately injured his knee several days later playing tennis before heading for the remaining rounds of the World Championship.

BEL-RAY UNITED STATES GRAND PRIX

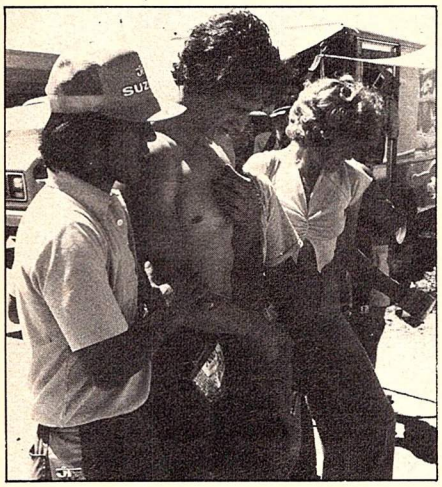
ability to race in pain, he dispelled it after the time trials. He was almost two seconds a lap faster than anyone on the track. Disaster struck the American forces almost immediately when Team Suzuki's young hotshot Darrell Shultz crashed, and was sent to the hospital for X-rays.

The riders came to the line based on their time trial position. The fastest riders moved over to the far left side of the gate and hugged the edge of the track. The Europeans varied so much in time that they were spread out all up and down the line. The fastest Europeans, lined up from left to right, fast to slow: Mikkola, DeCoster, Bob Wright, Andrew Vromans, Gerard Rond, Gerrit Wolsink, Graham Noyce, Andre Malherbe, Jean-Jacques Bruno, Fritz Kobele, Herbert Schmitz and Yvan van den Broeck. Counting Sun and Lackey, those riders represented the top 14 riders in this year's World Championship standings.

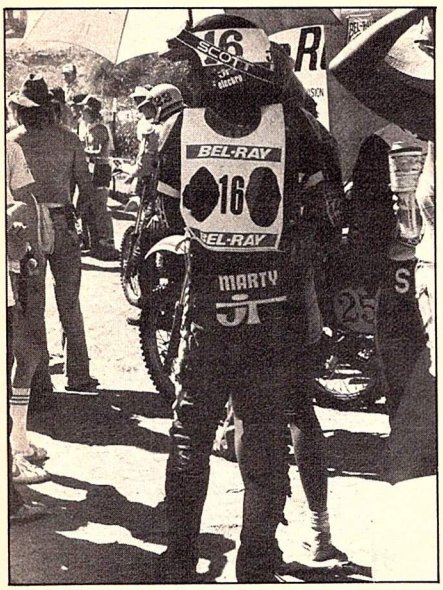
AMA head cheese John Lightbrown Lancione walked up and down the starting line explaining the AMA starting system to the Europeans. When he asked if they understood, they would nod and say, "Yes." Then as he walked on they would turn to their mechanics and say, "Nicht verstehen!" In order to make it easier for the Europeans to understand, the system was changed from the standard American five-second wait to immediately after the card went sideways, but since the Europeans don't use cards, the change in rules just confused everyone.

When the card went sideways to start the first moto, some riders went, some didn't, and others looked at Lightbrown to see if they should. Mayhem! The red flag flew and everybody was called back. Brad Lackey had gotten the holeshot and he was hopping mad.

Back on the starting line, the AMA explained the system again with universal



Darrell Shultz has suffered a broken hand, injured knee and cracked sternum. Any more X-rays and he'll be suffering from the China Syndrome.



Marty Smith kept cool and rode hard. Back on the warpath, Marty proved his speed by placing fourth overall.

Yvan van den Broeck is about to give graphic meaning to the word highside! No, he didn't save it.

body language, and everybody lined up for a second go.

Team Suzuki's least-known rider pulled the holsehot and the crowd scurried to their programs to see who Andre Vromans was. Vromans, Roger DeCoster's protege, led for three laps as Mike Bell and he traded the lead three times in 100 yards down the 70 mph downhill. Vromans, who didn't even have a mechanic until a Suzuki service department wrench volunteered to help him, was impressive. Mike Bell kicked out the jams and he and Vromans pulled away.

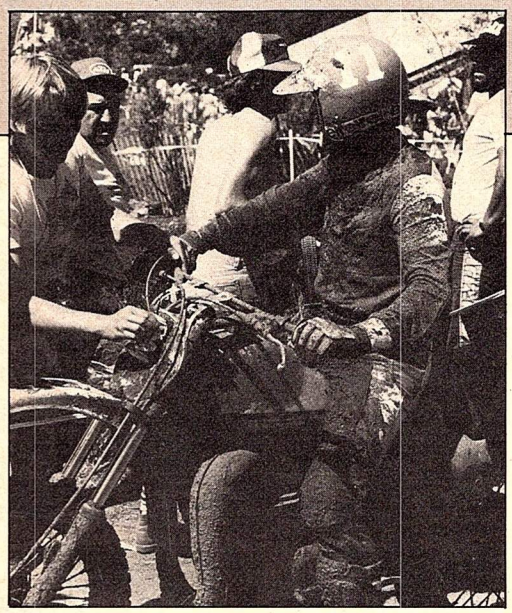
Mikkola and Lackey, who had smoked the false start, ran into trouble on the first lap. Heikki crashed hard enough to fold his bars into a pretzel. He retired to await the second moto. Lackey got a miserable start, and tossed in enough miscues on the first two laps to decide to pull into the pits and try again later. It was less than ten minutes into the race, and Mikkola, Gerard Rond, Danny LaPorte and Brad Lackey were out of the action.

The crowd hardly noticed as smooth Mike Bell continued his phenomenal charge through the 100-degree heat at Carlsbad. By the halfway point in the moto Bell had opened up a 14-second lead over a consistent Gerrit Wolsink, Andre Vromans, Graham Noyce and Roger DeCoster.

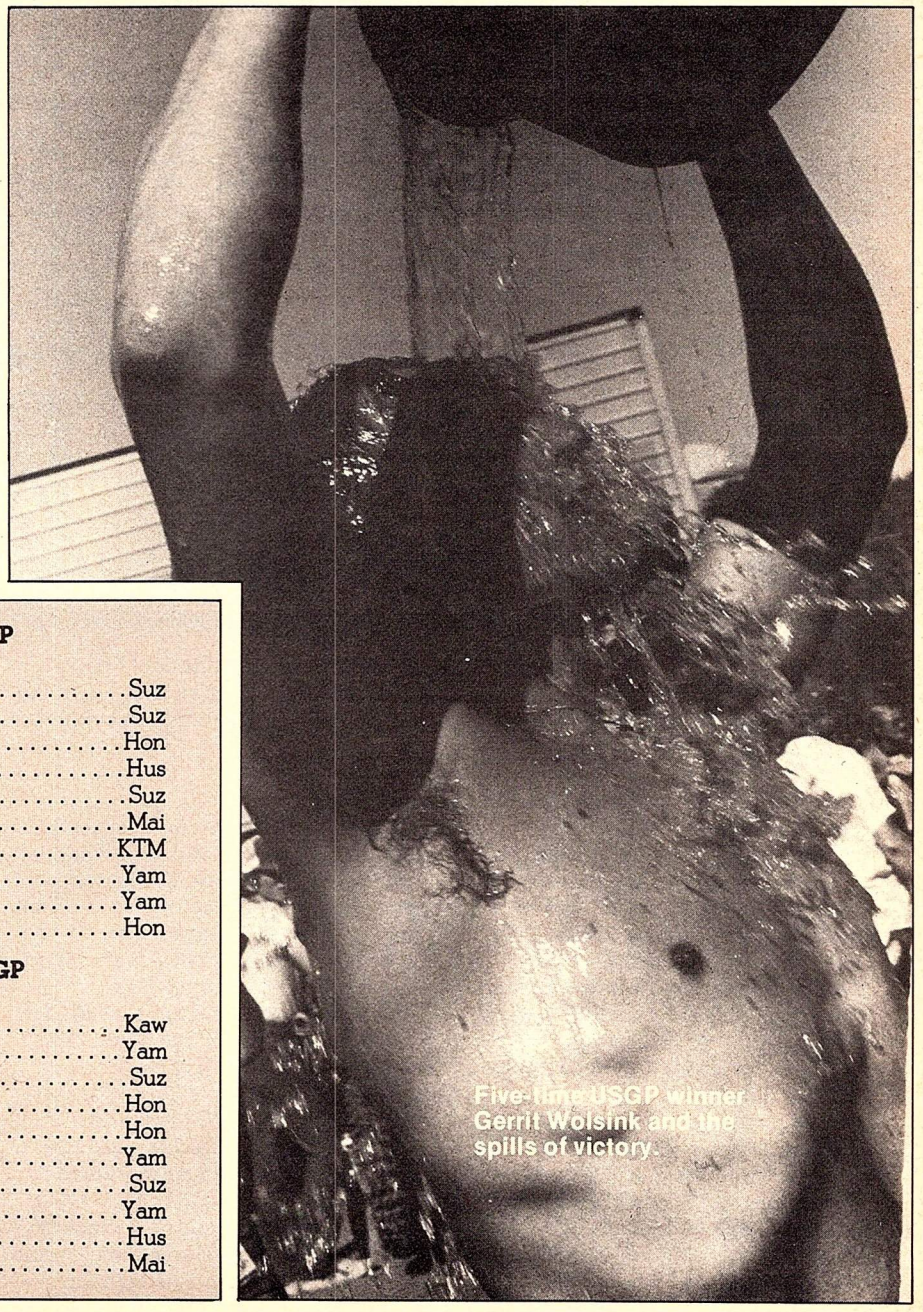
By the three-quarter mark in the moto, the race suddenly changed complexion. Spectating Pierre Karsmakers, on a busman's holiday, sent word to the Yamaha mechanics to signal Mike to stop breathing with his mouth open. Bell had thrown his mouthguard away and was gasping for air. Wolsink moved in for the kill.

With the two-lap board in sight, Mike Bell gave up the lead in the USGP and pulled into the pits. A doctor immediately laid him out on the ground in the pits, covered him in wet towels and cancelled any plans for young Mike to race the second moto. Before Wolsink took the checkered flag, Mike Bell was on his way back to his motel room to lie still and recuperate from heat exhaustion.

(*continued on page 74*)



Jean-Jacques Bruno came in during the second moto suffering from heat exhaustion, but his father (in KTM cap) sent him back out.



Five-time USGP winner Gerrit Wolsink and the spills of victory.

FIRST MOTO RESULTS, USGP

1.	G. Wolsink	Suz
2.	R. DeCoster	Suz
3.	G. Noyce	Hon
4.	C. Sun	Hus
5.	A. Vromans	Suz
6.	H. Schmitz	Mai
7.	J.J. Bruno	KTM
8.	R. Staten	Yam
9.	R. Burgett	Yam
10.	M. Smith	Hon

SECOND MOTO RESULTS, USGP

1.	B. Lackey	Kaw
2.	H. Mikkola	Yam
3.	G. Wolsink	Suz
4.	M. Smith	Hon
5.	G. Noyce	Hon
6.	R. Burgett	Yam
7.	D. LaPorte	Suz
8.	R. Staten	Yam
9.	C. Sun	Hus
10.	P. Klassen	Mai

HOUSTON/TOYO

The excitement of Bob Hannah's come-from-behind rides seems to be a thing of the past since Bob learned how to start.

DOOMED IN

Bob who?

By Dennis "Almost Caught-Up" Cox

☐ "I've gotten greedy. I want to win 'em all," said Bob Hannah half-jokingly. "But you know, there's a lot of pressure on me to win. Friends, the factory, the public, they all expect you to win every time out. You can't do it all the time."

If there is one person capable of making Bob Hannah think twice about what he says, it's Bob Hannah himself. While Bob confesses that he can't do it all the time, he calmly goes about doing it. . .all the time.

The winningest rider in the history of American motocross, Bob Hannah carved himself two more notches on his factory Yamaha with back-to-back wins in Houston's Astrodome stadium. McAllen, Texas's Steve Wise and Yamaha teammate Mike Bell were the only riders capable this cool March night of making Hannah show up at the starting gate instead of the pay-out window.

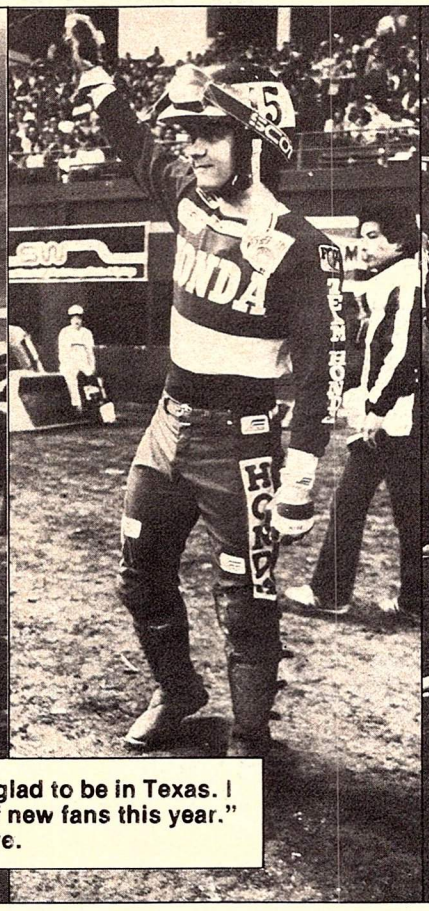
DOME CITY

Houston was the last layover on the way to the start of the 125/250 National series opener at Hangtown the following week. Several privateers gave the Dome race a miss to get ready for the Nationals, but the factories were out in full force. Maico's Danny "Magoo" Chandler stayed home to get ready for his home track advantage at the Hangtown track. Most of the 125 contenders also elected to stay at home, except for Honda's Warren Reid. Warren was mounted on last year's works bike that nobody else wanted to ride.

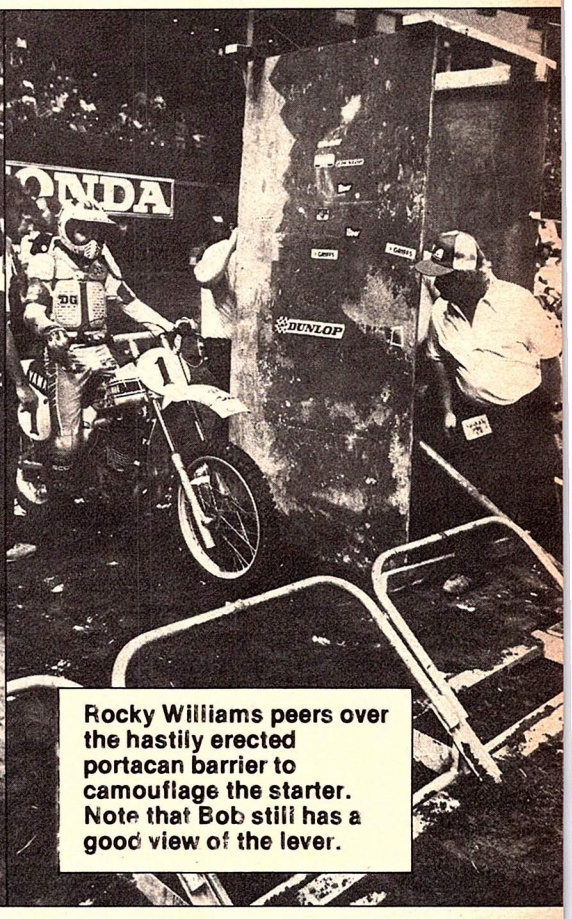
Honda unveiled their new works bikes that Steve Wise and Marty Tripes would be using to try to dethrone Hannah's

Mike Bell put in two fine rides for third each night, almost nipping Wise at the finish on Saturday.

TA SUPERCROSS

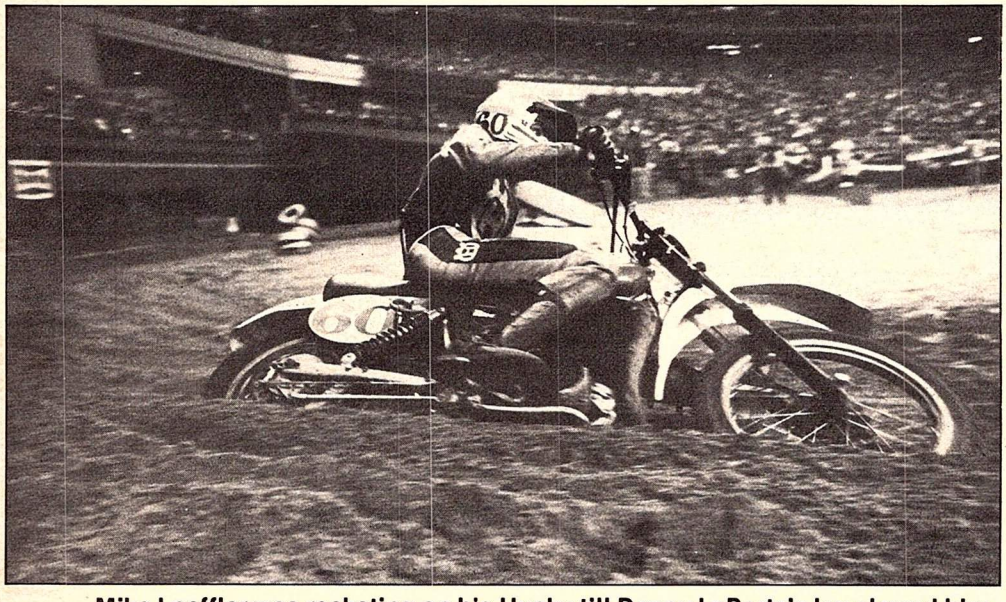


Steve Wise: "I'm sure glad to be in Texas. I think I've made a lot of new fans this year." We'd sure say so, Steve.



Rocky Williams peers over the hastily erected portacan barrier to camouflage the starter. Note that Bob still has a good view of the lever.

THE DOME



Mike Loeffler was rocketing on his Husky till Danny LaPorte's leg slowed him down.

reign of terror in the 250 class.

Marty Smith was making a return visit to the track that left him with a separated shoulder last year on his hand-built Dave Arnold creation, complete with banana swingarm but without the center-port cylinder and double-downtube frames Tripes and Wise were on. Marty has had a tough battle regaining the confidence he had before last year's get-off at the Dome. Only time will tell if Marty regains the confidence that took a spill with him last year. Marty's 12th and ninth placings for the weekend left the question unanswered.

Suzuki's Danny LaPorte, after suffering a particularly bad crash that totally destroyed a Scott boot and Husky rear wheel, came limping back to take tenth on Saturday. Fellow teammates Kent Howerton and Scott Gillman didn't fare much better, with mediocre finishes both nights.

Team Kawasaki consisted of Jimmy

DOOMED IN THE DOME

Weinert and Gaylon Mosier. After Weinert's spectacular upset of the Hurricane the week before in Daytona, the Jammer couldn't find the jam to give Hannah a go of it in Houston's domed wonder. Nagging injuries and bike problems would conspire to keep the Jammer jammed midway in the pack both nights. Gaylon Mosier's mind was elsewhere — probably on the upcoming Open Nationals, which were rapidly shaping up to be the race of the season with a long list of early injuries transferring to that series. Still, Gaylon managed a creditable fourth on Saturday and was running third on Friday when the gearbox on his Kawa let go.

WAS FRIDAY'S RACE THE SAME AS SATURDAY'S?

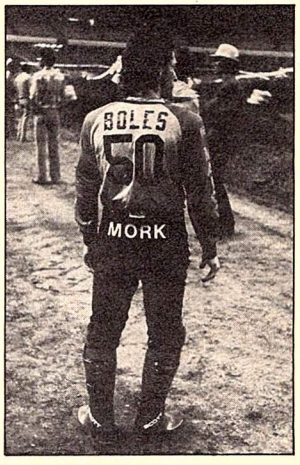
Only in that the first three finishers Friday (Hannah, Wise and Bell) turned in repeat performances the following night, with Marty Tripes also repeating for fifth position both nights. For the on-again/off-again Mr. Tripes it was an achievement he was less than happy with. Tripes' and Wise's bikes had double-downtube frames, center-port exhaust and new shocks and forks, along with a rechargeable battery ignition.

For Bob Hannah it was a two good starts, two good rides and a plane ticket back to California weekend.

"I'm stoked!" Steve Wise stated after Saturday's final event.

"I'm disappointed!" added Mike Bell, as the two riders relaxed later in the upper levels of the Astrodome. For the two riders it had been a friendly competition. Neither would give the other an inch out on the track. But after the race, when the bikes were stopped and only a bluish haze remained hovering inside the air-conditioned Dome atmosphere, they were just two guys talking about what they loved to do and how bitchen it was to be getting paid for it. . . □

Can-Am privateer Greg Robertson personifies the hard-working dedication and give-it-all-you've-got attitude with the aid and support of his lovely wife Margaret and daughter Jessica.



Texas's own David Boles displays the classic bow-legged look. Shazzbot!

Tony D. (37) aviates a safe landing off the double jump, Rich Eierstedt a painful one and Mickey Boone (25) passes them both with a banzai leap.

FRIDAY RESULTS
FIRST FIFTEEN PLACES
MAIN EVENT

1.	1	BOB HANNAH	YAM
2.	15	STEVE WISE	HON
3.	39	MIKE BELL	YAM
4.	19	WARREN REID	HON
5.	48	MARTY TRIPES	HON
6.	24	RICH EIERSTEDT	CAN AM
7.	27	GARY SEMICS	HON
8.	25	MICKEY BOONE	KAW
9.	21	JIM WEINERT	KAW
10.	205	SCOTT GILLMAN	SUZ
11.	4	RICK BURGETT	YAM
12.	7	MARTY SMITH	HON
13.	10	GAYLON MOSIER	KAW
14.	78	GREG ROBERTSON	CAN AM
15.	35	FRANK STACY	KTM

SATURDAY RESULTS
FIRST FIFTEEN PLACES
CHAMPIONSHIP RACE

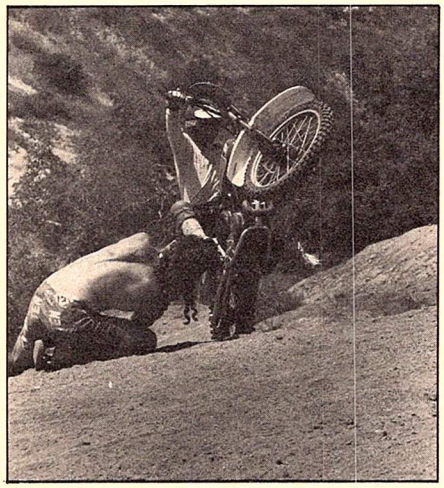
1.	1	BOB HANNAH	YAM
2.	15	STEVE WISE	HON
3.	39	MIKE BELL	YAM
4.	10	GAYLON MOSIER	KAW
5.	48	MARTY TRIPES	HON
6.	25	MICKEY BOONE	KAW
7.	17	KENT HOWERTON	SUZ
8.	19	WARREN REID	HON
9.	7	MARTY SMITH	HON
10.	14	DANNY LAPORTE	SUZ
11.	21	JIM WEINERT	KAW
12.	4	RICK BURGETT	YAM
13.	37	TONY DISTEFANO	CAN AM
14.	27	GARY SEMICS	HON
15.	28	MICKEY KESSLER	YAM

PHOTO-MOTO

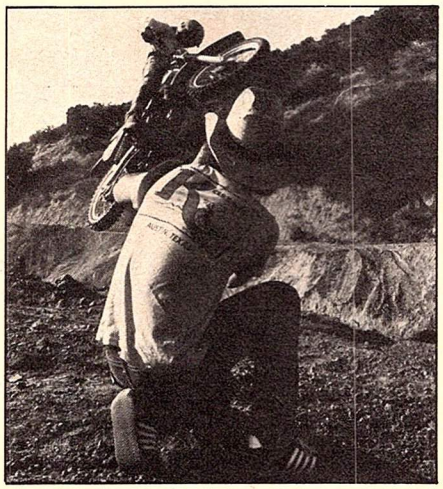
THEY SHOOT PHOTOS, DON'T THEY?

Life in the F-stop lane

By The Fully Insured MXA Photo Crew



One of the biggest mistakes most photogs make is not getting close enough. Jody goes for a detailed footpeg shot.



A certain amount of trust has to exist between the rider and the photographer. Ketchup trusts that Lance "the Trance" remembered incidentals like turning the gas on.

When your life is in the hands of some hot-shot test jockey, it's reassuring to know they're in complete control of the machine.

When going for the full-on roost shot, pan, shoot, and then hide that expensive black box before the inevitable dust cloud envelops the two of you . . . gasp!

TOP FORTY

SUPERBO
SUPERMO

Hanging out with Huffman

☐ I pulled my Datsun pickup truck, circa 1970, in next to a Bentley, and whacked the door edge against the Seville on the other side. It was raining and I was in a hurry. The Sheraton-Anaheim looked like a giant *Tudor* gingerbread hotel. More amazing was the fact that the pertly dressed matrons and madames all had umbrellas. Christ, this was California, and nature had provided a brown apron of smog to protect us against the burning West Coast sun and ultraviolet radiation leakage caused by too many jets vapor-trailing out of LAX. The rain melted the smog canopy and only the *ritzy* had umbrellas.

Into the lobby I trod, and headed for the *Francisan Room,* or the *Courtesan Room;* whatever it was called, they served what Larry Huffman had told me would be a great salad bar. Originally my meeting with the motormouth of motocross was scheduled to begin three hours earlier at Fairway Ford, a car and motorcycle dealership a mile from the white clapboard birthplace of Richard Milhouse Nixon. I knew that I had overextended myself on this Supercross week, but Huffman was just beginning to clue me in on the pace of his work schedule.

We passed each other next to a bright blue Turbo Mustang. He yelled to meet him at the Sheraton and I said OK. It was the weekend of the Anaheim Stadium Supercross. My plan was to latch on to Huffman and follow the voice of motocross around for two days as he prepped for the big showdown.

Yet, things had gotten messed up. I was entertaining a friend from Texas and a visitor from Great Britain, my girlfriend was flying in from a vacation in Japan, I was supposed to be testing a couple of new 125s at Saddleback, figured I could get in two motos at Saddleback Saturday before sign-up at the Stadium, and the DG Day After the Night Before Minicycle race was the morning after Anaheim.

My relationship with Larry Huffman goes back much farther than his with me. I used to sit in the stands at Texas Stadium and marvel at what the man was saying, how much he was saying, how fast he was saying it and the enthusiasm he was saying it with. That was 1974. In 1975 I shot a few snaps of him in the pits in the Astrodome. He was what I expected. A small, slim, athletic man with a cherubic face, black curly hair and tailored tux. My impression of his voice met with approval.

Before Huffman, which in a sense will probably be the way motorcycle announcing will be dated in the future, announcers were a monotonous drone of facts and figures. They came from the "Gentlemen start your engines" school of broadcasting. They were cue card readers who worked for their spotters.

And then came Huffman! It didn't take many races for the former disc jockey to figure out that what the bench racing wags were seeing wasn't privileged info, that not everybody in the stands could keep track of the track, that attention should be focused on the riders, and that action from the 30th row is easy to miss. Thus was born the "Slam-bam-thank-you-maam" hyperkinetic oratory of a madman. The hardliners hated him. Huffman is too careless. Huffman doesn't know his facts. Huffman is turning it into a circus. Huffman is a raving maniac.

And they were right! Larry Huffman is all of those things and more. Huffman is a wild man when he gets in the booth, and conversely, the fans get excited too. There is a little wild man in all of us. How many times have you gotten to your feet watching a battle for third? How many times have you gone home with a hoarse throat after a day at the races? How many times have you gotten so excited that you beat the spectator in front of you to distraction with a program? If you have heard Huffman work a stadium, then you have done all of those things. The man can work magic with a crowd, not because he does anything magical, but because he has a contagious enthusiasm that spreads with his every word.

"Jody, Mr. Huffman called. He will be delayed about 45 minutes. Would you like to take a seat and wait?" said the Sheraton hotel hostess, whose dress was a bright red number designed to fit an eight-year-old.

"How did you know it was me?" I asked, thinking that my fame had spread to the cocktail set.

"Mr. Huffman said I'd recognize you by the fact that you wouldn't be wearing shoes," she replied with a smile.

"Well, it's raining and I didn't want to get my socks wet."

While I was waiting at a table in the Sheraton, Huffman was busy at a local TV station cutting new commercials for the Saturday night event. It was Friday, but the rain was causing a lot of concern down at Stadium Motosports and they needed a new set of tapes that would assure the fans that it was "rain or shine." Mike Goodwin, the promoter, had in fact sold over 30,000 pre-sale tickets, and he wasn't interested in refunding $15 times 30,000 even if he had to hold the Supercross on the deck of Noah's Ark.

When Larry arrived at lunch he checked his watch and proceeded to interview me. For the hour that we sat there he probed and prodded for

WL
UTH

By Jody Weisel

information. Somehow I knew that I was supposed to be interviewing him, but he is so darn nice I hated to break in with any questions. My responses to his questions reflected like a looking glass with his personal emotions. When I told him that Pomeroy and Croft would be leaving Team Honda, he was concerned.

"I can't mention that because Honda is a co-sponsor of the Anaheim race," he said, but on Saturday night the truth won out.

We discussed problems with the AMA, FIM, and the state of motocross. He knew most of the things I revealed to him and even embellished on a few tidbits that I didn't have the full skinny on. The hour flew by. He had to go to the airport and pick up Unadilla promoter Ward Robinson. He invited me to join him, but I had bikes to prepare and guests of my own.

We agreed to meet again at the graduation ceremonies of a broadcasting school later that night at another hotel near Disneyland. He was to be the keynote speaker.

There I was walking up and down the endless corridors of another hotel looking for the *Empire Room,* or the *Dynasty Room,* whatever, the location of the broadcasting school's graduation ceremonies. I'd been from one end of the burgundy-carpeted convention scene to the other. I'd blundered into the Knights of Columbus awards ceremony, the IBC sales convention, and the kitchen, where a group of busboys were playing cards; none spoke enough English to direct me to the *Columbia* or *San Jacinto Room.* Why do they name rooms? Back out by the elevators a hand rested on my shoulder and said, "This way, please." It was Huffman, resplendent in a very neat and

Illustration By Keith A. McConnell

SUPERBOWL SUPERMOUTH

slightly iridescent suit. I felt pretty natty myself, having put shoes on, and I wasn't even graduating.

Larry Huffman is a successful TV and radio announcer. So successful that he is in constant demand to emcee functions like the AMA awards banquet, the KEZY radio workshop, and numerous other social events. What makes him in so much demand is not just his quick wit and enthusiastic style, but a Horatic Alger story of rags to riches. If not from rags to riches, at least from a squeaky voice to a deep vibrato.

Larry was the class clown, and later the supermarket bag boy clown, but he didn't really have a direction in life, until he met a friend who worked as the all-night DJ at a local radio station. Whether it was the glamour of the exciting world of radio broadcasting, or the bevy of girls who called his friend up every night, doesn't matter. Larry was hooked. He got his broadcast license, and went looking for work.

He was still a teenager, but he got a job in the flyspeck radio station of Elko, Nevada. With his squeaky voice, constant jokes and Buddy Holly records, the station manager let him last two weeks. Sleeping in his car and on the rebound he found a new job in the thriving metropolis of Lewiston, Idaho.

"I started at the bottom, but that was a blessing. I had the opportunity handed to me to learn every aspect of my trade." And learning and working went hand in hand. Moving on to Hawaii, he got the big break. Not a big break monetarily, but the kind of experience and talent adventure that can turn a life around. Employed at KGMB in Hololulu, he met and worked with the highest-paid disc jockey in the world. J. Akuhead Pupule makes $8000 a week, or $400,000 a year if you really need the pain, and is a professional in every sense of the word.

From Aku Larry learned the way to handle people, how to manipulate a crowd and the fact that there was money to be made. With his wife, Bev, pregnant with their first child, the Huffmans came back to the Los Angeles area and Larry emersed himself in work. He wrote ad copy on spec (for approval), and cut tapes and sounds whenever he could. He moved up to a bigger station and was now a talented practitioner of the radio arts.

But the bigger station pulled the rug out from under him in a ratings purge. It was at this point, with only $800 in the bank and two children, that Larry took the gamble. He started to approach people to do their advertising for them.

"I'd go out and knock on doors and say, I'm Huffman! Give me your business." And they did. Before long he started to become one of the best-known voices in Los Angeles advertising. He is a professional, who rarely requires more than one take. For this reason he has been approached to do voice-over parts on Charlie's Angels, Fantasy Island and the motocross movie *Sidewinder One.* His personal brand of scrambling and hustling has made him rich, but not so rich that he passes up the thrill of doing the things he loves.

One of the things he loves most is motorcycles. He started out announcing the Costa Mesa Speedway races back in 1969 for $25 a night. Ten years later he is still the premier attraction at the wild and wooly Orange County Speedway scene. There is no such thing as the impossible to Huffman. What other announcers don't do, Huffman does regularly. A session of speedway spectating without Huffman berating the

audience, hyping the riders and trading insults with the crazies in the upper rows just wouldn't be speedway.

Stadium motocross calls for a special kind of announcer. The old, traditional announcers thought that they were dealing with the established, purist, motorcyclist audience. Larry believes in getting a reaction, getting the people involved, and making the event into an *event!* Statistics reveal that almost half of the people filling stadiums have never been to any kind of motorcycle race before. It doesn't take a marketing genius to realize that regardless of how exciting the sport is, it must be properly packaged; the neophyte as well as the old hand must be satisfied. Larry Huffman gives more satisfaction per word than any motorcycle announcer alive.

He also is the fastest mouth in America. Words pour from his lips like grains of salt in an electrical storm. His speed is unbelievable. He can, by a conservative estimate, do 300 words per minute, clearly and distinctly. What does Larry Huffman think about the fact that his proclivity for speech is akin to Wyatt Earp's sleight of hand? "It will probably be on my tombstone," he says.

After almost two hours of lecturing, cajoling and questions with the broadcast students we were back out in the night air. It was about 11 p.m. on Friday night, and the rain had stopped. Larry was headed to a local restaurant to meet some friends. I said my goodbyes and headed for bed, hoping to be bright and cheery on the Saddleback starting line in the morning. Meet you at four tomorrow at the Stadium!

The returning rain cancelled out the Saturday at Saddleback race and I spent the day gathering up rain gear for what looked like a dreary night. At four that Saturday afternoon I was at the Stadium, but I wasn't allowed into the Stadium! No passes. Quick like a bunny I sprinted across Harbor Blvd. to another hotel that was serving as race headquarters. After looking for something that sounded like the *Matador* or *Picador Room* for 30 minutes, I finally stumbled onto the press pass area. No passes! What! No luck! The bureaucratic broads at the cardboard table weren't listening.

At six o'clock I got into the pits and was huddling under Darrell Shultz's Maico trying to stay warm off of his clutch plates, when somebody tapped me on the shoulder and said, "This way, please." It was Huffman, wearing a leather tuxedo and an umbrella. I had a set of passes that allowed me to go in the pits or on the field, but not into the

(continued on page 78)

HI-POINT

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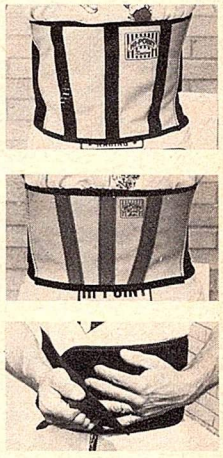

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let's pool together, America!

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USE, NOT ABUSE

SIX MONTHS WITH SCOTT

Scott boot wear report

By Jody Weisel

☐ After six months of hard riding, our Scott boots have pulled through with checkered colors. The bright spot after half a year's use is that only one small, inexpensive bail wire had to be replaced. The black mark was the broken ankle that one test rider suffered.

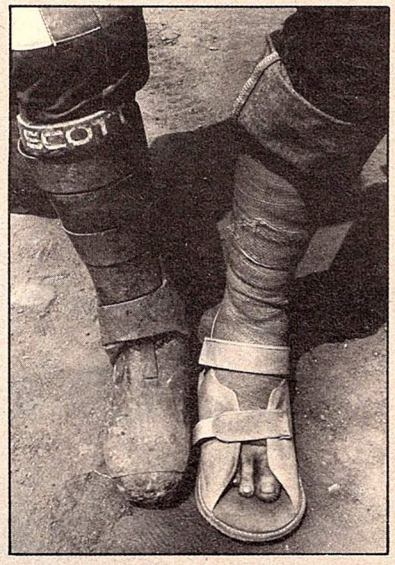
One hundred and eighty dollars is a lot of money to spend for a pair of motocross boots, but if they offer the ultimate in protection, a long wear life and a built-in growth factor, they should be worth the money. The myth of ultimate protection was shot down in the fifth month when Ketchup Cox tossed in a third-gear crash that cracked his fibula and laid him up for six weeks. There was no end to the amazement that other riders showed upon learning that Scott boots don't make your legs bionic.

The original Scott boots that we began testing one month before their release to the public have never been washed, cleaned or oiled. No care was taken with them in order to see what sort of damage might crop up. Although certain brands of motorcycles, specifically Honda CR125Rs, have proven to be tough on the left inside hinge, our boot suffered only one failure. It was the minor loss of a locking hinge bail wire. The new part was fitted up the next day at a cost of $1.50.

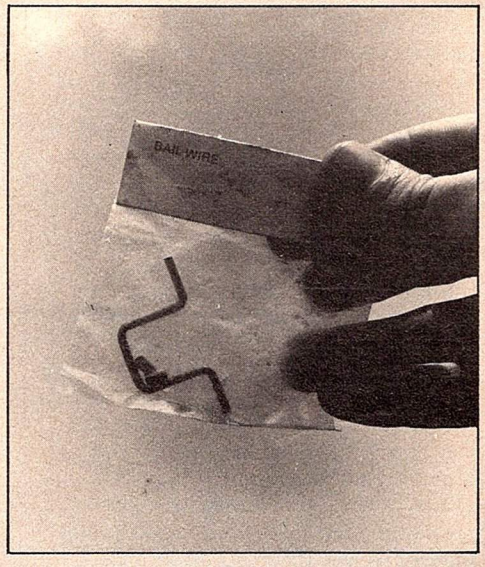
One advantage for a young Scott boot wearer is that the boot can be re-sized with the addition of larger booties. A kid with size 7 or 8 feet may be able to use the same outer shell as his feet grow to size 10. The interchangeable booties mean that different people can use the same boot even if their feet aren't the same size, something that could never be done with regular single-size leather boots. It may make the Scott boots fairly brisk sellers even as used boots.

The jury is still out on the long-term durability of the red and blue plastic boots, but after six months of use, they remain as functional as they were on day one. Only the new is gone. ☐

After six months of hard use, and a little abuse, it's about time for a bath.



Well, so much for invulnerable! Ketchup Cox displays his new fiberglass boot. Unfortunately, it can't be removed for six weeks.



The only part that broke in six months was this little bail wire. It is called a bail wire 'cuz it bailed off and disappeared half-way through a moto.

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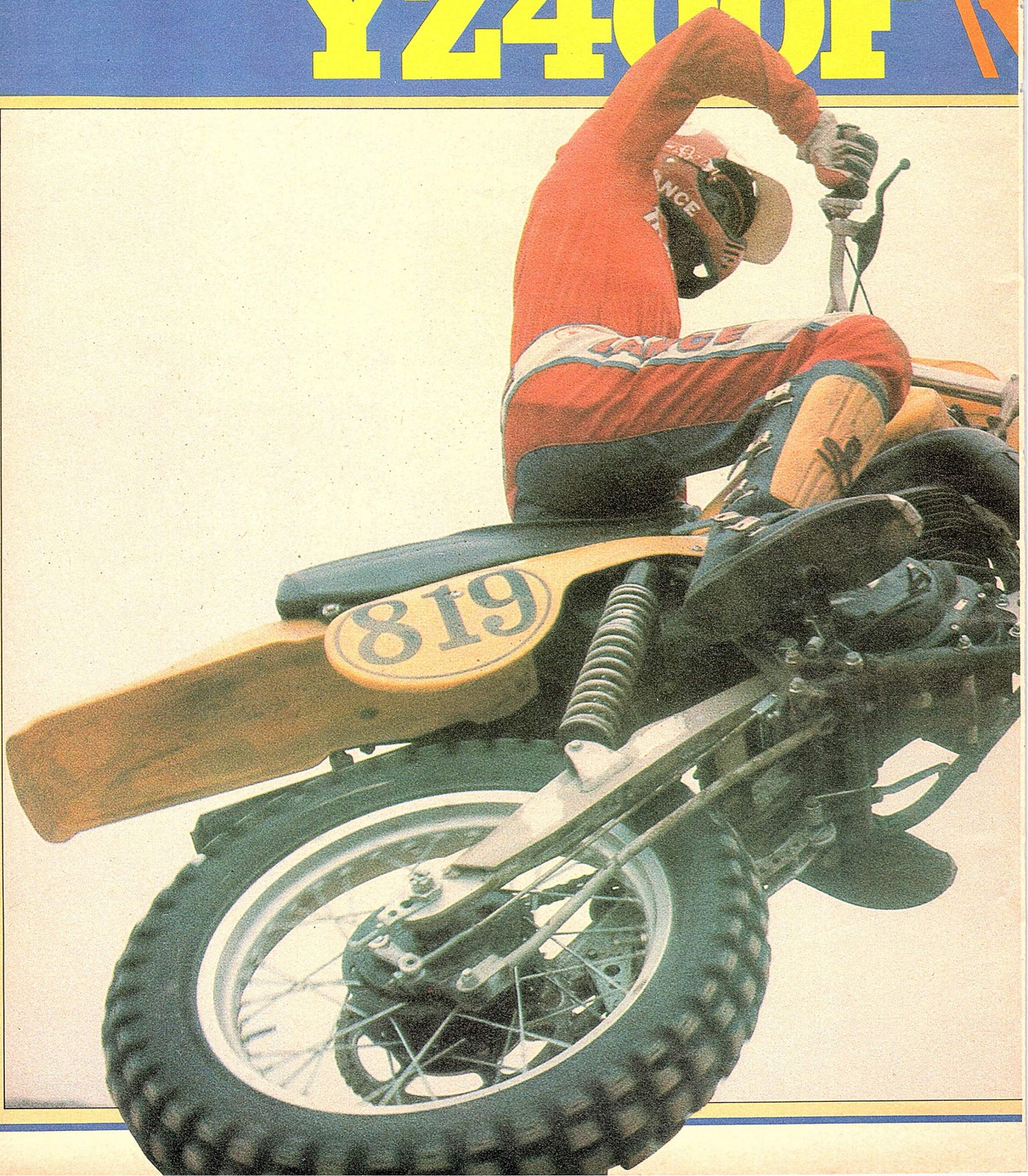
YAMAHA YZ400F



SUZUKI RM400N

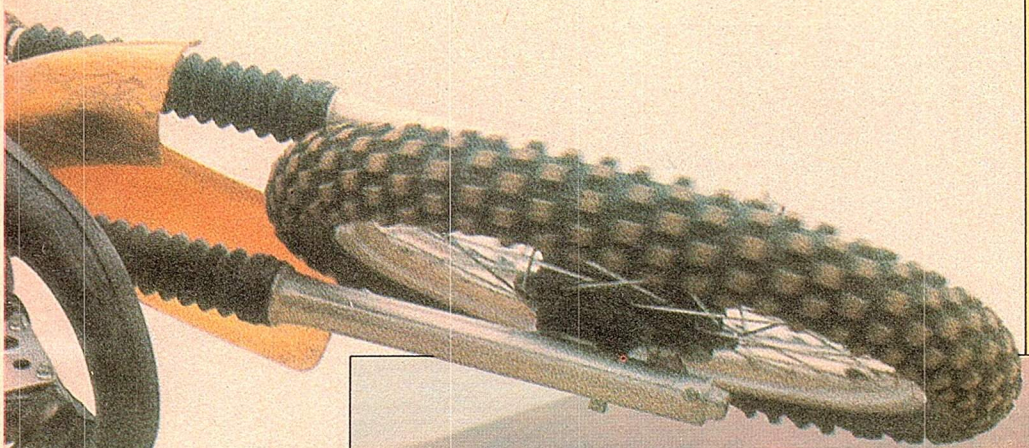
Japan's double header

☐ The Japanese do not build Open class mounts with the gusto, expertise or interest that the Europeans put into their Swedish and Teutonic creations. In Europe the 500 class is the *only* class. In Japan the most important class is the one that sells the most bikes, and that isn't the big-bores.

What Yamaha and Suzuki have done over the past few years with the successful YZ and RM 400s is to build decent, and reliable, Open class racers that are several hundred dollars less than the superior Euro-bikes.

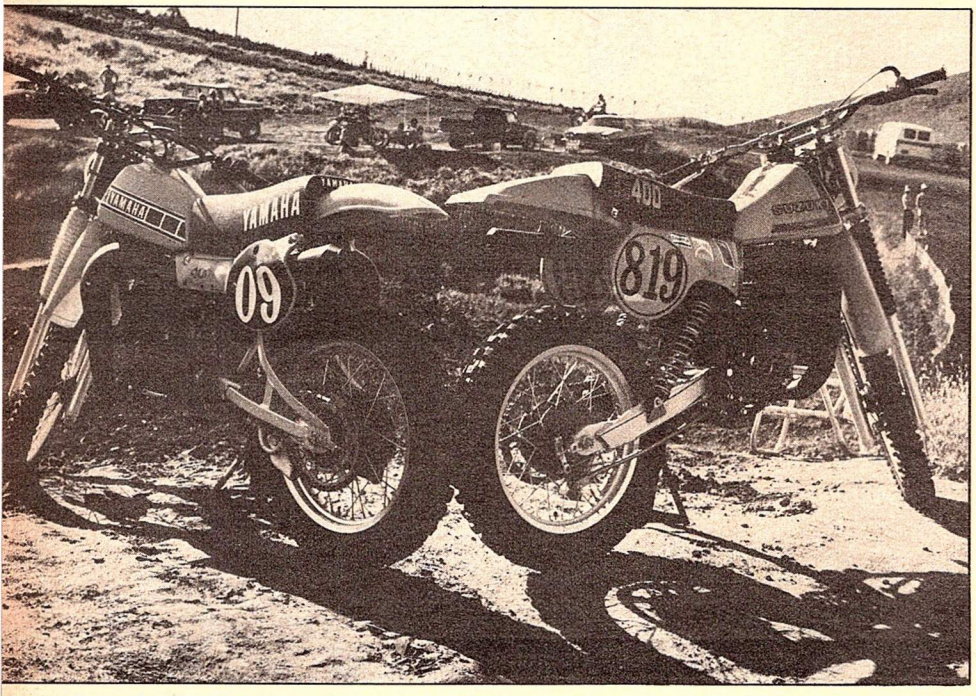
The machinery

Both Yamaha and Suzuki chose to stroke the 1979 models to more closely duplicate the broad powerbands that have proved dominant for the past couple of years. Suzuki increased the displacement 15cc by upping the stroke from 80mm to 83mm, resulting in a 417cc motor. Yamaha stroked the engine, but decreased the

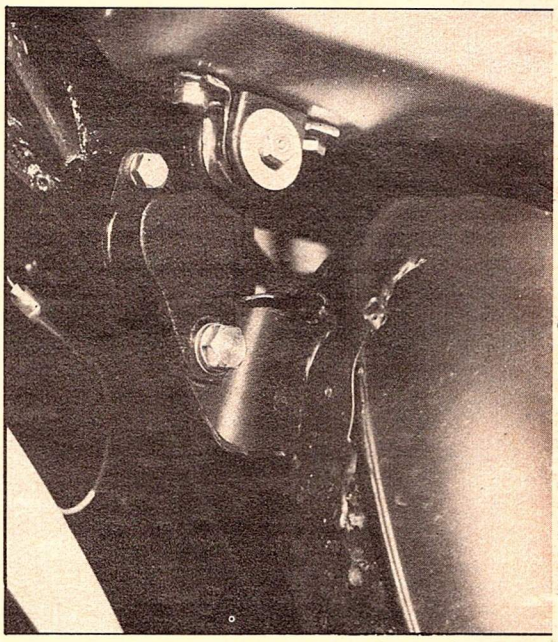


Both the YZ400F and the RM400N look like the ultimate Open class warriors, but they suffer from flaws that leave them a full notch behind the European big-bores. The bikes will do the job under the guidance of a knowledgeable rider who dials in his shock, or follows through on a rigorous maintenance schedule.

YAMAHA YZ400F vs SUZUKI RM400N



Japan's biggest iron gives new meaning to the word yellow. They haven't been ridden yet. You can tell by the decals on the tank—they're still there.



The new pipe gusseting still fails to keep the YZ pipe together at the seams. Check it closely, and weld it at the first sign of failure.

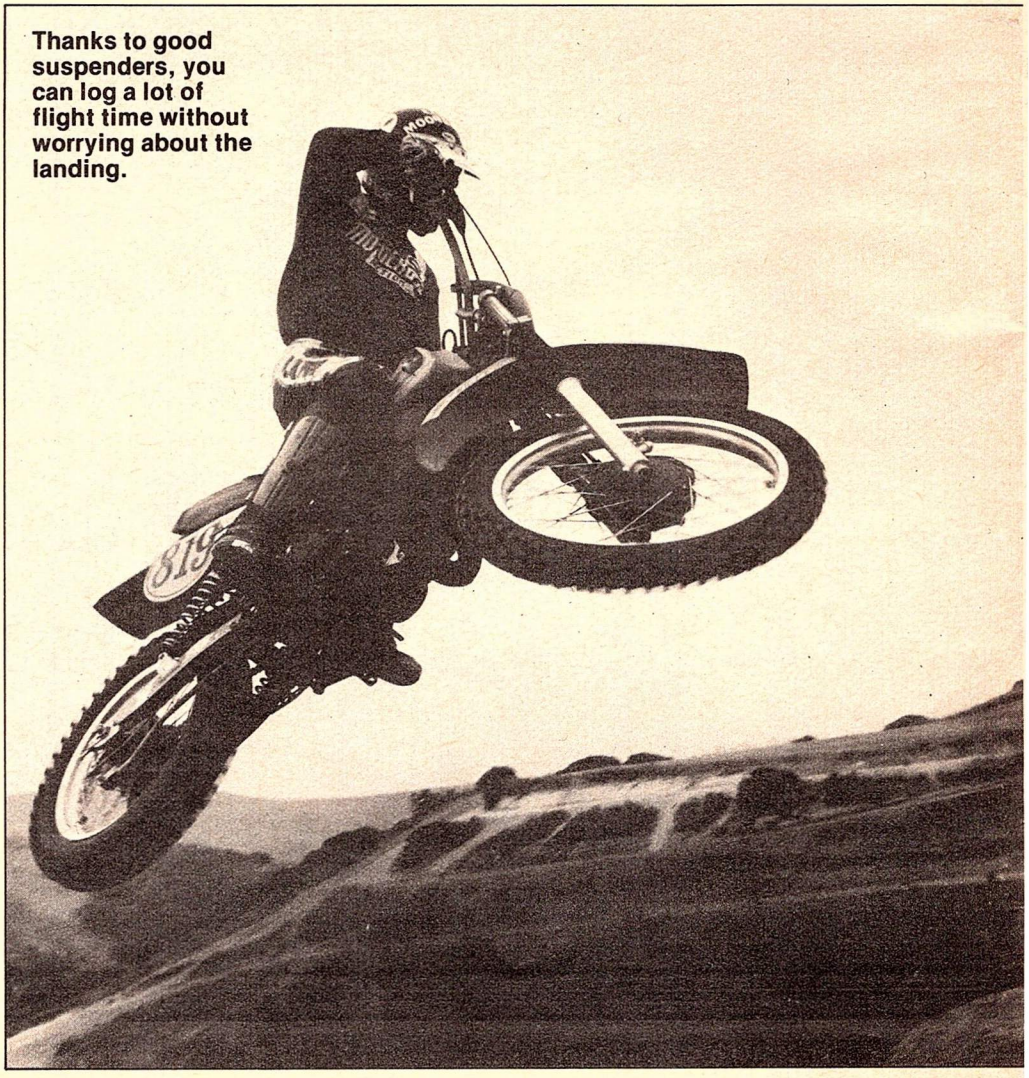
piston size to keep the YZ at 396cc.

The Suzuki RM400N is 38 inches tall! The 12 inches of Kayaba-bred suspension, and new frame, make the RM a handful to climb onto. The YZ sits much lower and has less suspension travel to thank for this blessing.

Power company

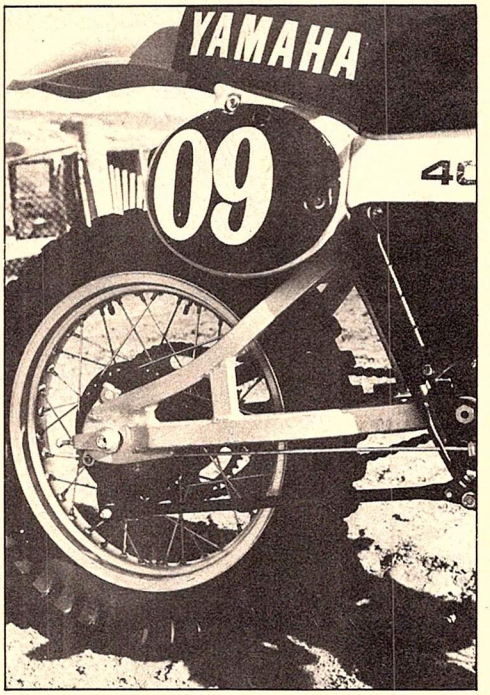
The YZ is an extremely rapid 400. The power roosts from mid-range on up to the top. Thanks to excellent gear ratios and a meaty fistful of afterburner, the YZ utilizes every gear to the max. You shift the YZ400F 50 percent less than the RM400N. The power is so strong in third gear that snapping the slide open and holding it on will gobble up ground fast enough to make your eyes water.

The Suzuki RM400N has attempted through a convoluted tuning strategy to duplicate the flat, torquey, quick-revving power of a Maico. The longer-stroke motor gives more cylinder wall for taller ports and better shapes. The light flywheel ignition makes the revs sail from idle to max in an instant. The new pipe should pull this combo of porting and ignition together to make a fire-breathing mill, but life sometimes goes wrong. Somewhere down the line the RM400N specifications didn't give them that flat torque curve they sought. The computer-designed pipe made horsepower, but at too high rpm and too abruptly. Suzuki's solution was to weld a solid wall directly into the center cone of the pipe and machine a 35mm hole in it! The result is a geometric increase in backpressure and an engine that runs like it has a potato stuck up its exhaust.



Thanks to good suspenders, you can log a lot of flight time without worrying about the landing.

The RM400N has its angles all together. The Kayabas could use a little help. Our RM came with 250 springs.



Yamaha has the swingarm dialed in. It is strong, flex-free, and coated with a clear plastic. Now, if they could dial in the shock.

The powerband is flat, broad and torquey, but it never really runs cleanly. The motor is choked down. There is no top end. The Suzuki's riding style is *grunt*, shift, *grunt*, shift. If you try to run above mid-range it won't run.

Riding is living

The Yamaha is proportioned without the human body in mind. The bars are too low and too far back. The seat slopes steeply forward. To handle tight corners you have to slide forward onto the tank to make the sluggish front end stick, but when you slide forward the bars hit your knees, and your hands end up back by your hips.

The Suzuki is unusually tall. More design thought has to go into building low-boy frames. Yamaha successfully lowered the seat height, while raising the suspension travel, and Suzuki needs to go to school on the Y-Zeds. The height is the only thing ungainly about the RM400N. The rest of the bike falls perfectly into place. The side panel bulge is only disconcerting if you wear Scott plastic boots.

The Yamaha YZ400F starts with a few hearty kicks on the choked motor. Flip the choke lever up after about 15 seconds and the bike settles into a steady rat-a-tat-tat.

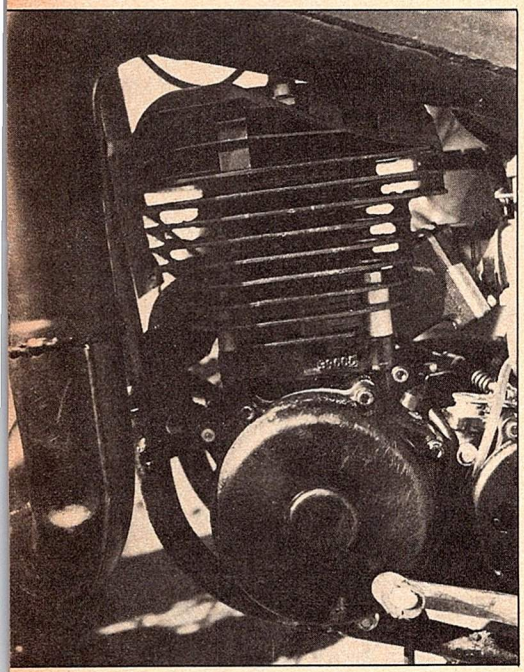
YAMAHA YZ400F vs SUZUKI RM400N

The YZ vibrates like all good 400s, but worse than that it makes a lot of ring clatter. It sounds bad, but is a normal YZ trait.

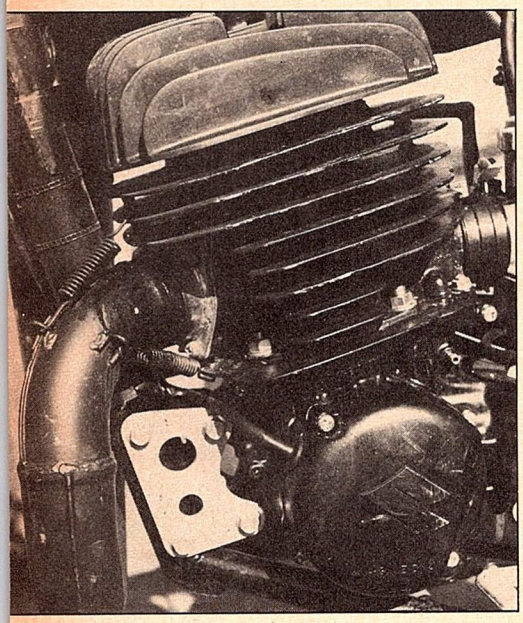
Thanks to a too-generous cut-away on the slide and lack of flywheel the RM400N is the worst-starting Suzuki in recent history. We tried going down on the slide cut-away to a 2.0, and going one size smaller on the pilot jet. It made the bike easier to start, but there were times when only a steep incline guaranteed success.

The RM400N vibrates like a 20-year-old Maytag. The rubber-mounted handlebars are over-stressed. The vibration problem was located in the motor mount bolts. The bolts are at least 2mm smaller than the holes cast into the engine cases. The motor huffs and puffs and blows your hands down. Remove the stock bolts and check them for fit. If yours are loose, get an American bolt and drill the motor cases to fit. This vibration can result in severe damage to your cases, and in extreme cases frame breakage.

The Yamaha YZ400F uses Kayaba air/spring forks. The fork action is a little harsh, but a change to a light five-weight fork oil and careful attention to air pressures will improve them immensely. The monoshock is not so easily fixed. The YZ400 has a spring rate that is dialed in from one-quarter travel to three-quarters travel. At the extremes of the arc the mono is poorly sprung. The YZ is over-sprung for the small bumps, too soft for the big whoopers and jumps, and poorly damped on the return stroke. Changing the oil at your local dealer helps, but Luft, the



The YZ's 396cc of reed-valved power makes believers out of RM owners down the straights.



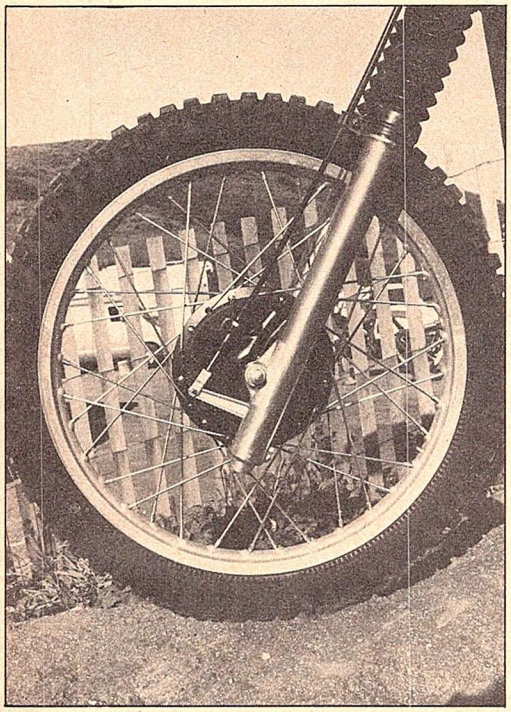
The new Suzuki 417cc long-stroke motor uses case-reeds and a light-weight flywheel to make gobs of low end and no top.

There is no such thing as a slow 400, only slow 400 riders.

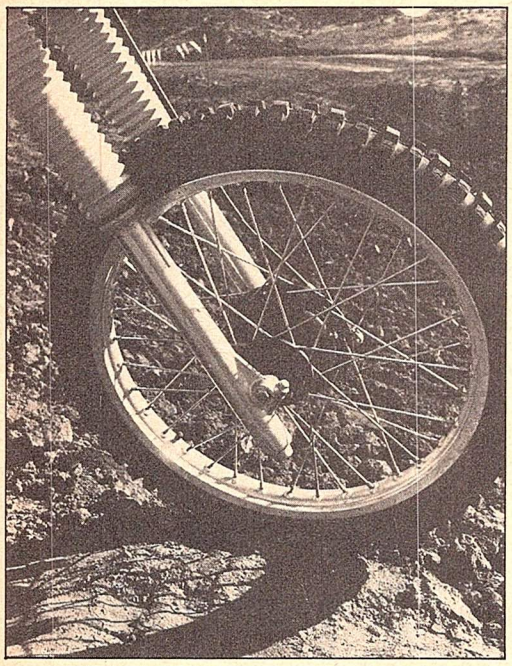
Brothers White and Al Baker have been getting rich curing this ill. They can help.

All in all, the mono performs adequately until it is forced to function on one extreme or the other. Its manners on bottoming are atrocious, so if you are going to take it to the limit, bring a change of underwear.

The RM400N's suspension is well-mannered. The forks suffer from the opposite problem of the YZ. Although both companies buy their fork assemblies from Kayaba, the internals are designed to meet the manufacturers' specs. They



Suzuki uses a full-width hub to give a big boost in brake power . . .



Yamaha achieved the same thing with a conical hub.

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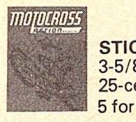

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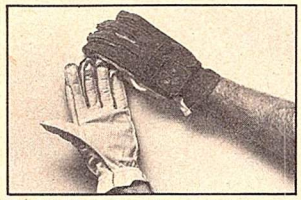

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YAMAHA YZ400F vs SUZUKI RM400N

ought to trade specs. The Suzuki forks are under-damped. While the YZ needs lighter oil, the Suzuki needs to run heavier oil. The front forks are too soft, and the damping is too light. The result is a very indecisive response to corners and stutter-bumps. Stronger springs can only be used in conjunction with heavier oil (10-weight to 20-weight). Because of the extreme height of the Suzuki, many local pros leave the soft springs in and mount shorter shocks to improve handling by lowering the bike's height. This doesn't work well on rough tracks.

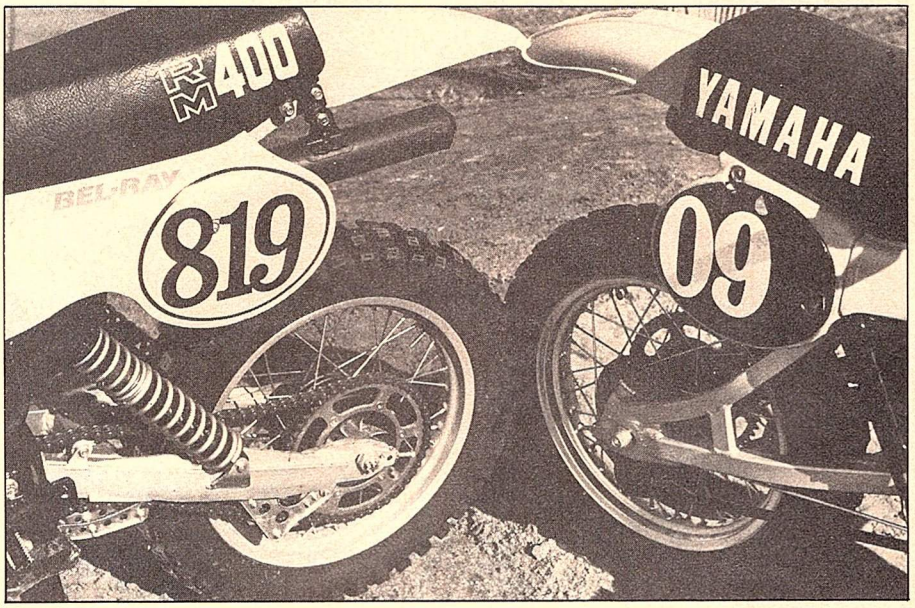
The Suzuki Kayaba rear shocks give a better ride than the YZ's mono, but could use a lot of personal spring rate work. The shocks fade at about 20 minutes because of very weak sheer resistance in the stock fish oil.

Handling with care

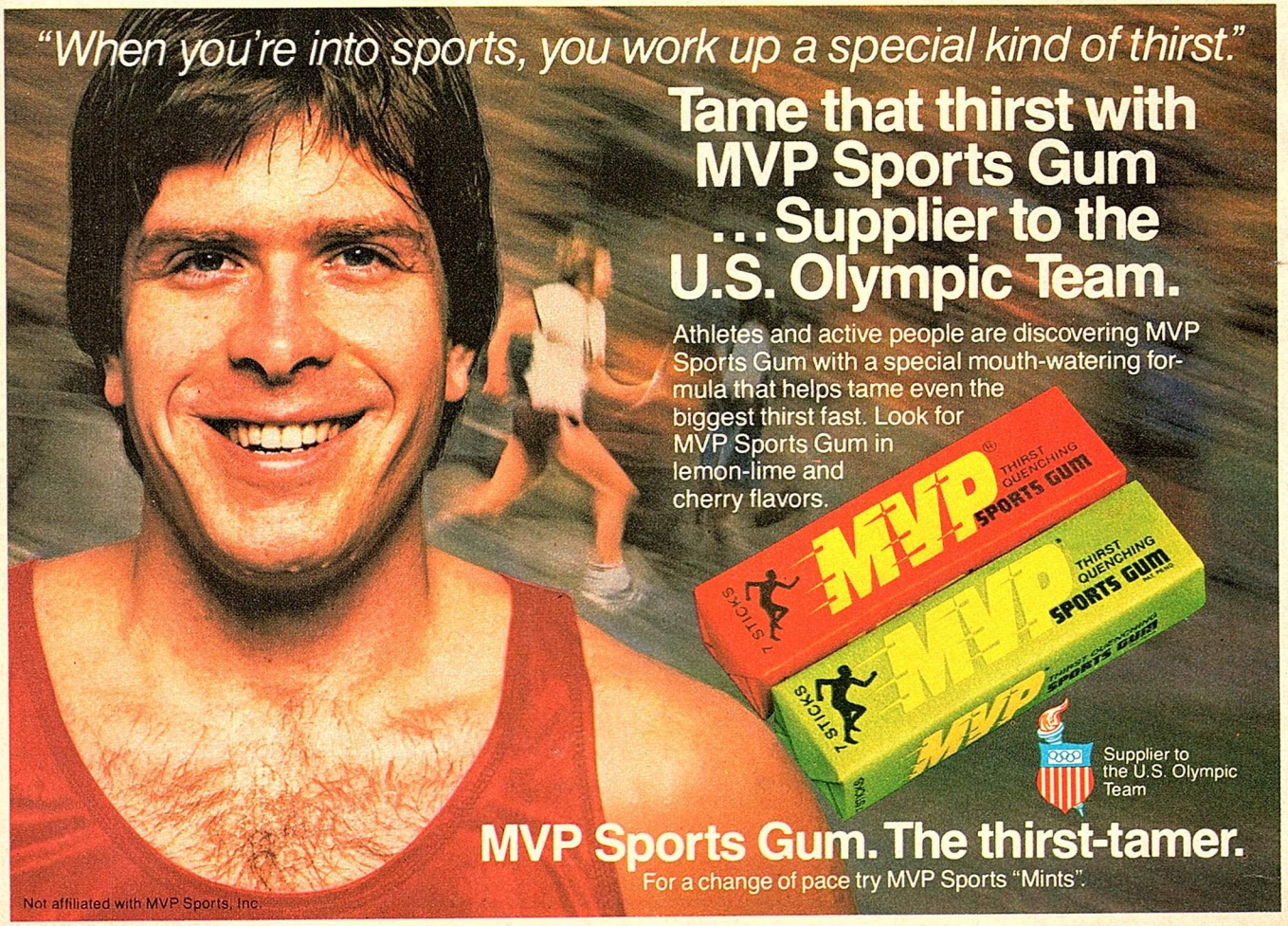
The Suzuki outhandles the Yamaha. It is almost no contest. The Suzuki doesn't handle tight corners as well as the lower bikes of an earlier era, but suspension travel exacts its toll on all bikes. The Suzuki does handle the complete spectrum of course terrain with a steady and confident gait. The only problems come in long, sweeping berms where the tall saddle height makes the bike a little tippy. Berms on the Suzuki are definitely a power-on situation. Hesitancy on a step-ladder like the RM might catapult you into the port-a-cans.

The Yamaha has problems in cornering from two totally unrelated areas. The cramped riding position makes it hard to slide forward, which is necessary to keep the front end tucked under. If you don't sit on the tank, the front end will wander, but

(*continued on page 76*)



The seating arrangements. The Suzuki is tall. Too tall. The Yamaha gives away some travel for a lower seat height.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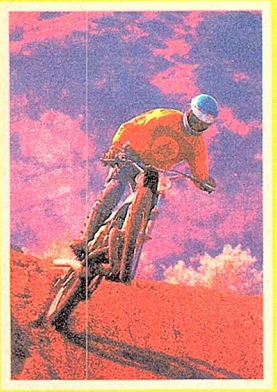

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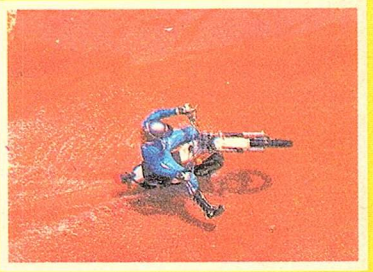

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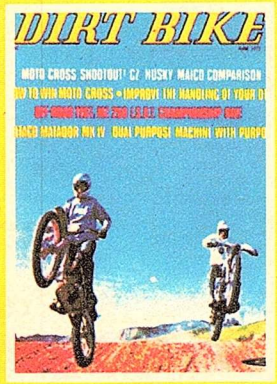

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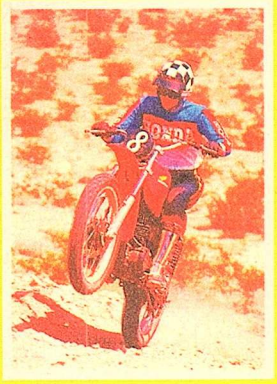

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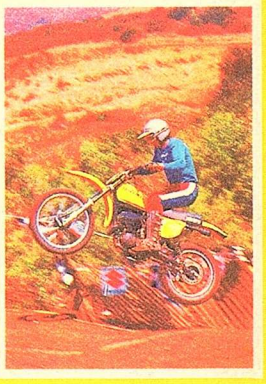

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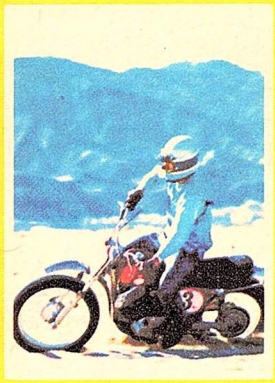

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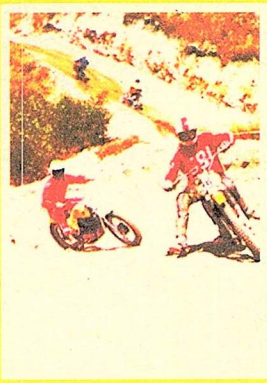

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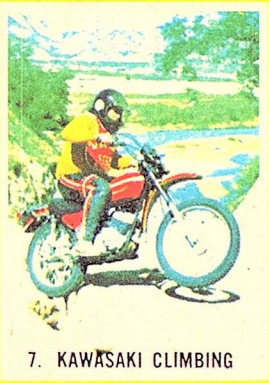

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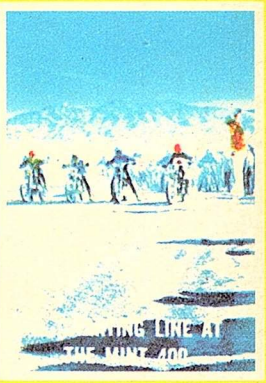

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Steve Wise won his first Supercross ever after a 20-lap battle with Jim Weinert, making it a Honda celebration in front of the approximately 40,000 spectators.

SUPERCROSS ROUND 10

WISE CELEBRATES AT THE SUPERDOME

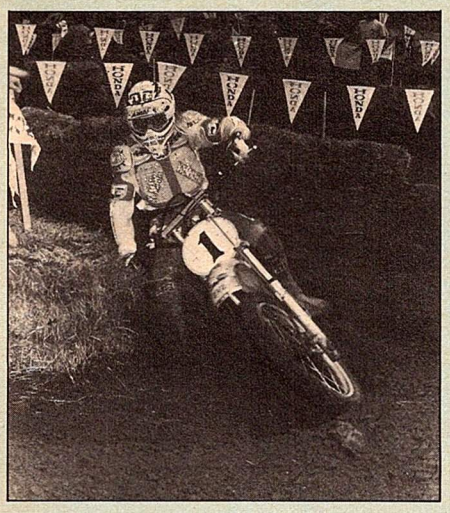
Steve Wise wins his first while Hannah wraps up the title

By Dick Miller

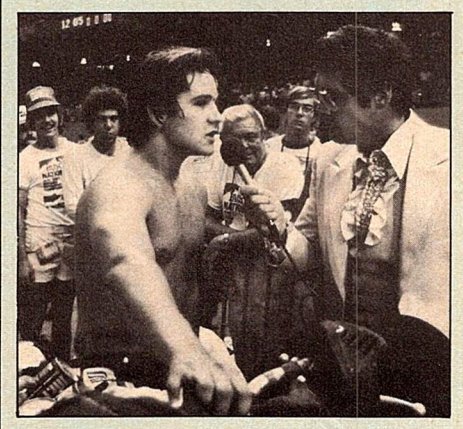
☐ Happy birthday to you . . . Happy birthday to you . . . Happy birthday dear Steeeeeve . . . Happy birthday to yoooou! Twenty-seven minutes later the birthday boy had won his first-ever Supercross event in front of the approximately 40,000 spectators who had just sung Happy Birthday to him, led by event announcer Larry (Supermouth) Huffman.

Larry was attempting to fill a particularly long void in the program before the main event, and was trying to pacify an increasingly restless crowd with various diversions. The crowd was sprinkled throughout with Texans, since it was one of the shorter drives from out of state to the popular Louisiana town situated at the mouth of the mighty Mississippi. Pharr, Texas, native Steve Wise didn't disappoint his 22nd birthday well-wishers, and gave himself a big present by winning the whole thing. To say he was happy is an understatement. After crossing the finish line in front of Jim Weinert, following a heated battle in which they swapped the lead several times, Steve rode his bike around the track, shaking his fist in the air, until he got to the signal area, and then he leaped off his bike and was mobbed by the rest of the Honda team. It was a popular victory, and the display of emotion at the finish was a contrast to the usual motocross event, but indicative of the frustrations that have plagued the "Red Machine" for most of the year.

Actually, the first victory for Team Honda was claimed by Marty Tripes the night before. The promoter of the event, Honda West owner Rookie Leopold, put together a boat ride on the mighty 2000-person-capacity President. All the riders



Bob Hannah clinched his third Supercross Championship by finishing sixth. He soaked off an elbow-length cast that was protecting two broken bones in the little finger of his left hand the night before the event. Check the splint!



Larry Huffman, shown interviewing Wise after the main event, had the audience sing Happy Birthday to Steve during a lull in the action prior to the race.

Mike Bell's long legs were an asset at the Superdome, as they enabled him to make last-minute charges over this series of difficult bumps right before the finish. He edged Warren Reid for third overall.

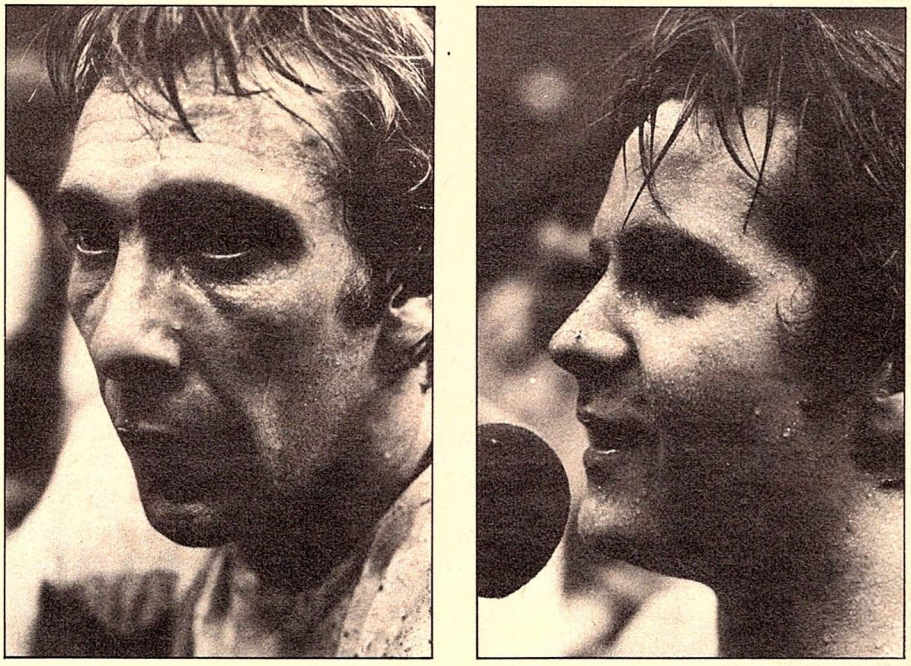
WISE CELEBRATES

and mechanics were invited, as was the public (they had to pay), for a night cruise, and there was a live disco band. It was lively! (See *Mainjet* for details.)

The Superdome event has proven to be one of the best, if not *the* best, of the 12 events in the Supercross series. The huge, air-conditioned facility allows the promoter to install a fast and difficult, yet safe track. There are instant replays of each event, and the action on the track is projected live on huge screens high overhead, visible to everyone. While the city swelters in high, humid temperatures outside of the Dome, it is quite comfortable inside in its artificial environment.

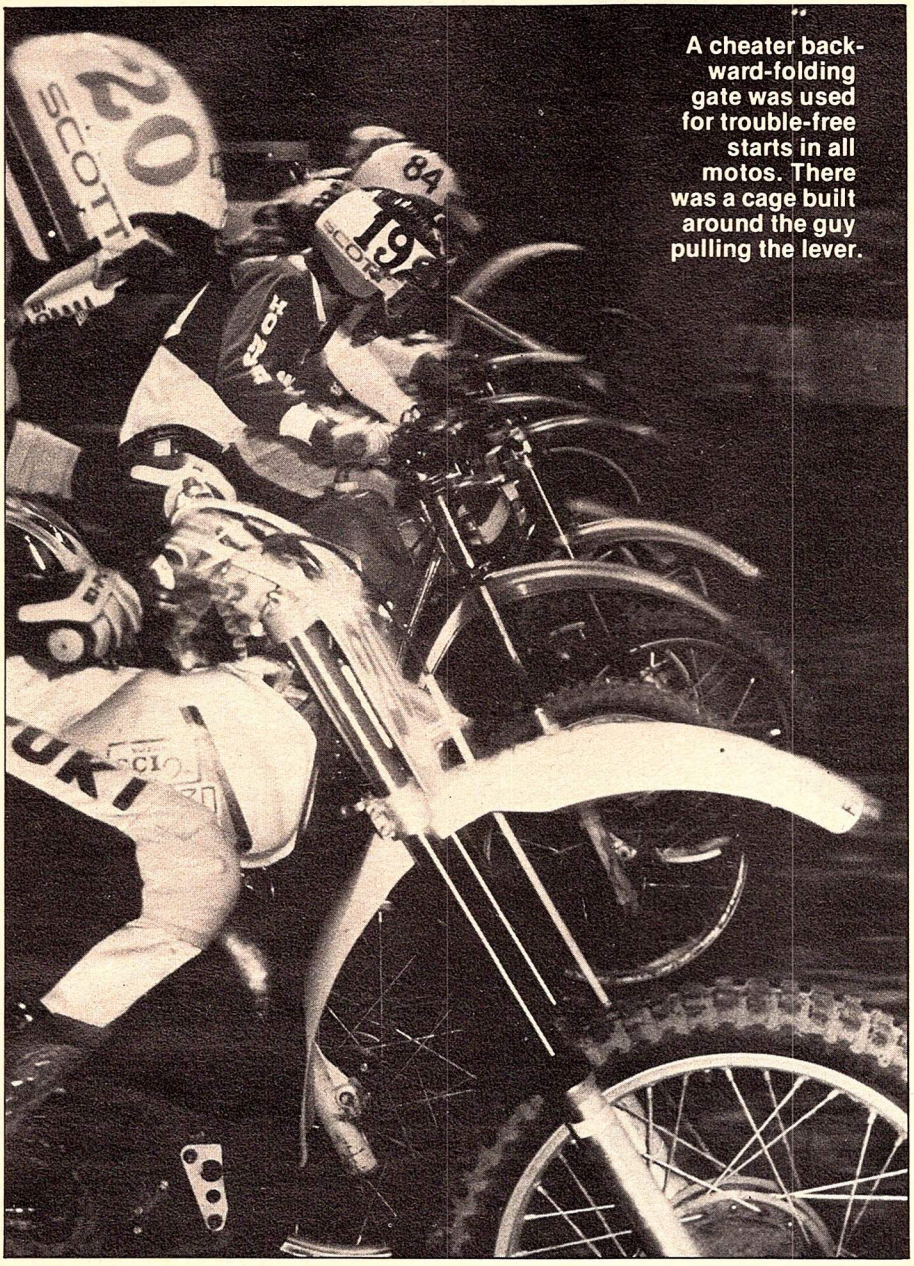
This year's track was basically the same design as has been run in the previous two years, with the exception of one hump of a double jump being removed in favor of a small camel-shaped hump on the uphill side of the remaining jump. After this drop-off there was a short sprint to a right-hander, and then a 150-foot straightaway section of whoops laid in the shape of W's the entire length to the finish line. There was no easy way through them, and more than any other part of the track, it caused the most changes in positions during each race. Mike Bell was far and away the fastest rider over these bumps, which was due to his excellent use of his long legs. You could hear each rider's engine blip as the throttle was opened and closed over each diagonally shaped hump, except for Bell's. He hardly changed throttle position, and instead moved the bike between his legs over the rise and fall of each bump. A close-up on the TV screen clearly showed that at extreme positions his rear fender was at a mid-thigh position when he was stretched out.

John Savitski was the next fastest over the same set of bumps until just before the end of practice, when he cartwheeled off the track trying to change speed when another rider got in his line. He was more careful, but slower, during the race. Two other riders stood out in practice: Honda's Steve Wise and Kawasaki's Tommy Croft. Croft was cutting some fast laps during the last practice when he sailed off a high-speed, steep jump, only to have the Kawasaki's Uni-Trak suspension collapse on landing. Tommy escaped serious injury, but was badly shaken and was finished for the night. The bolt that connects the struts from the swingarm to the shock assembly lever snapped on impact off the jump, letting the rear frame section collapse onto the wheel, which pushed the seat loose into Tommy as he was being compressed into the bike. It couldn't have happened at a more dangerous part of the course, because of the speed and height of the jump. He was thrown into the ground on his left side, and the bike flew into the air and



Both riders, Weinert and Wise, show the strain of the race immediately afterward.

Marty Smith's luck was still bad at New Orleans. While dicing with Hannah in the first heat for the lead, and with only a lap to go, he seized the RC250 and was done for the night.



A cheater backward-folding gate was used for trouble-free starts in all motos. There was a cage built around the guy pulling the lever.

Jim Weinert and Steve Wise swapped the lead several times in the final, outdistancing most of the field.

then hammered him. When I asked Jim Weinert later if it would have any effect on him for the race, he said that he didn't think so! He said that he had already broken the same bolt a week before in practice, only on a less serious set of slow bumps. The hollow shaft bolts were replaced with a solid steel type to correct the problem. It was radical Lorenz Offner, head of the LOP project, who circulated the rumor that Croft's new sponsor was McDonnell Douglas.

Marty Smith was pumped for the event and was anxious to turn around a streak of bad racing luck. But New Orleans was just a continuation of the frustration that has been plaguing him lately. His heat was loaded with talent, with the likes of the current Supercross Champion, Bob Hannah, and the Suzuki duo of Kent Howerton and Danny LaPorte, the current undefeated leader of the 500 National series. Marty took the holeshot and then diced with Bob Hannah for the rest of the race, leaving the remainder of the field far behind. With a lap to go, he seized his RC250 Honda and was done for the night. Hannah coasted to a 40-second lead over second-place Kent Howerton.

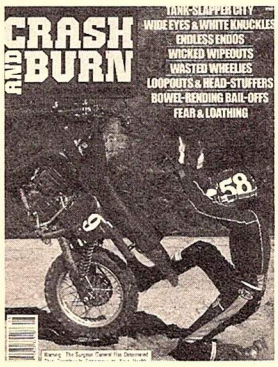
Jim Weinert and Gaylon Mosier rode their Uni-Traks to decisive wins in the next two heats, but it was the battle between Honda's Jim Gibson and Yamaha's Bell for second in Mosier's heat that had the crowd on its feet. Bell was having a problem trying to get around the new Honda rider, and he might not have had it not been for his speed over the bumps before the finish. On the last lap he was two bike lengths behind Gibson coming out of the turn into the 150-foot run to the flag, and he finished almost that much ahead of Gibson at the checkered.

The fourth and final heat was taken by birthday boy Wise, followed by his Honda teammate Warren Reid. The two semis transferred Suzuki's LaPorte, with Mark Gregson on the LOP Yamaha, Mark Rakestraw on a Maico and Darren Rhoten (Honda) making it also.

With Marty Smith virtually the only factory star not to make the final, not counting Croft, the race was set. Bob Hannah was the ongoing pick to win the event, even considering that he had sported a cast on his arm up until the night before the race, due to a little finger broken in two places near the knuckle. With this win he would wrap up another Supercross Championship, but in actuality he needed only a mid-pack placing. Jim Weinert was the only competitor who mathematically had a shot at Hannah, and he would need to win the event to keep it alive, no matter what Hannah did. He must have had this fact in mind when they dropped the gate for the final, because it was his lime-green Kawasaki leading through the first turn. Ironically, his teammate, Mosier, was left sitting at the line with no electrics.

No one seems to know what happened

CRASH AND BURN



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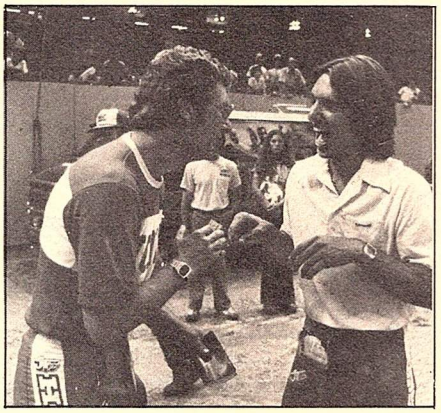
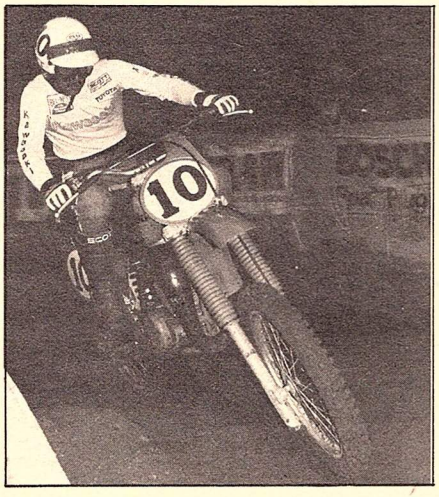
WISE CELEBRATES

with Hannah at the start. He didn't get a very good start, but it wasn't bad either, yet he was virtually dead last coming out of the first turn, and that kind of handicap is virtually impossible to make up in Supercross, even for Hannah. Darrell Shultz took out a TV cameraman and narrowly missed *Dirt Bike's* Rick Sieman, as he slid off the track at the end of the first lap, while running in fourth. Although no one was hurt, it was the same place that was used as the signal area for the mechanics last year and where Mike Bell



Honda Team Manager Gunnar Lindstrom, and Roy Turner, Jim Weinert's mechanic, teased each other after it was all over. Roy said Weinert would have had it in the bag if he hadn't stalled it on the last lap. If doesn't count, said Gunnar!



Gaylon Mosier won his heat, and then when the gate dropped for the final, watched the other riders roar off as his ignition sputtered to a no-go situation.

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had cartwheeled up to his mechanic, Dave Ostermann, who was holding the pit board. Mike was more embarrassed than anything! One of the major problems with Supercross events is a safe area for the mechanics to signal the riders, and the Superdome was no exception.

With Hannah and Tripes working their way through the pack, it was the duel between Weinert and Wise, who had broken from the pack, which had everyone's attention. Within five laps they started to change the lead. Each had his favorite section to pass, and it was in virtually the same spot each lap that they would challenge each other. On the 15th lap, the Jammer had the lead and was trying to pull away from Wise. The bikes were so close that they looked like they were connected for the next few laps until Wise got by again in one of his "spots." With only two laps left, and Weinert in the lead again, he bogged it in a slow corner, killing the engine. Wise passed on the outside and motored to a 50-yard lead over the Jammer, who restarted to hold second.

As the partisan Texas crowd was jumping up and down, Warren Reid and Mike Bell were fighting for third place, and for the second time that night Bell freight-trained his Yamaha across the infamous bumps before the finish and caught Reid at the flag. It was a virtual dead heat, but it was given to Bell. Each time it was a Honda rider who was decisioned at the finish by Bell, but they still had a good night. With Wise winning and Reid fourth, it was Marty Tripes who pulled up to fifth and created a Honda sandwich of Yamaha's Hannah with Gary Semics for seventh. Hannah's sixth gave him his third Toyota Supercross Championship. Great racing. □

RESULTS
NEW ORLEANS, LA. SUPERCROSS

1.	Steve Wise	Hon
2.	Jim Weinert	Kaw
3.	Mike Bell	Yam
4.	Warren Reid	Hon
5.	Marty Tripes	Hon
6.	Bob Hannah	Yam
7.	Gary Semics	Hon
8.	Danny LaPorte	Suz
9.	Jeff Ward	Kaw
10.	Kent Howerton	Suz
11.	Scott Gillman	Suz
12.	Rex Staten	Yam
13.	Jim Gibson	Hon
14.	Mickey Kessler	Yam
15.	John Savitski	Yam
16.	Steve Martin	Yam
17.	Mark Gregson	Yam
18.	Kippy Pierce	C-A
19.	Robert Handy	Suz
20.	Mark Rakestraw	Hon
21.	Mike Guerra	Hus
22.	John Joyner	Hon
23.	Darren Rhoten	Hon
24.	Darrell Shultz	Suz
25.	Gaylon Mosier	Kaw

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After 10 Events of 12

1.	Bob Hannah WINNER	253
2.	Jim Weinert	183
3.	Steve Wise	166
4.	Mike Bell	165
5.	Marty Tripes	132

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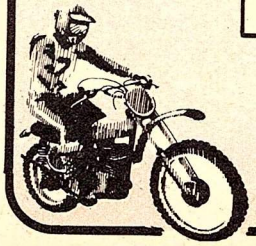

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RM SECRET

Bolt out of the blue

By Jody Weisel

☐ Trick bikes are a curse. The best racing machine is a dead stocker, but often preventive maintenance can keep a stocker from ending up dead. The 1979 RM-N models have been extremely popular, and extremely prone to nagging little gremlins. You might never need to do a single mod, but in the course of racing our RMs we have done just about every one.

All that little stuff

We replaced the stock silencer with an Answer Products aluminum silencer. The weight savings is about half a pound. The retail price is $37.95. The stock levers are adequate, but many of our test riders prefer DeHandlers. DeHandlers are short two-finger levers. Plastic DeHandlers retail for $8.95, while the fancy aluminum models caress your wallet for $14.50. If you opt for the plastic ones (they are the best buy), do not spray any chemicals on them. We sprayed Bel-Ray Contact Cleaner on one, and it snapped in 30 seconds. The chemicals bring about a structural change in the plastic.

The stock bars are fairly rugged, but the new Renthal aluminum bars are actually stronger and lighter. Renthals also come in a bright array of colors (blue, black, gold and red), and bends. Retail price is $25.95. On the ends of the bars we have had great success with Oakley II grips. They are a round octopus grip. The retail price is $4.50.

The stock Suzuki gearshift lever is cast out of aluminum. It is both sano and expensive, but it also breaks. The lever will crack directly above the threaded hole. Malcolm Smith makes a replacement model that has a folding tip.

The stock fenders are bogus. They are too brittle at the integral mounting bracket. The front fender should be replaced with a Petty. They never break, and if they do they will replace it. The rear fender of the RM-Ns is also broken very easily. Some riders have been using the fenders off of B- and C-model Suzukis, but we replaced the rear fender with a Petty rear fender. The Petty rear fender doesn't have the most appealing shape, but we trimmed the sides until it looked pro-moto.

Although the seat height on the 250 and 400 is 38 inches, we carted our seat down to the local upholstery shop and had one inch of high-density foam added. Make sure that the foam is very firm. It makes the rider much more comfortable.

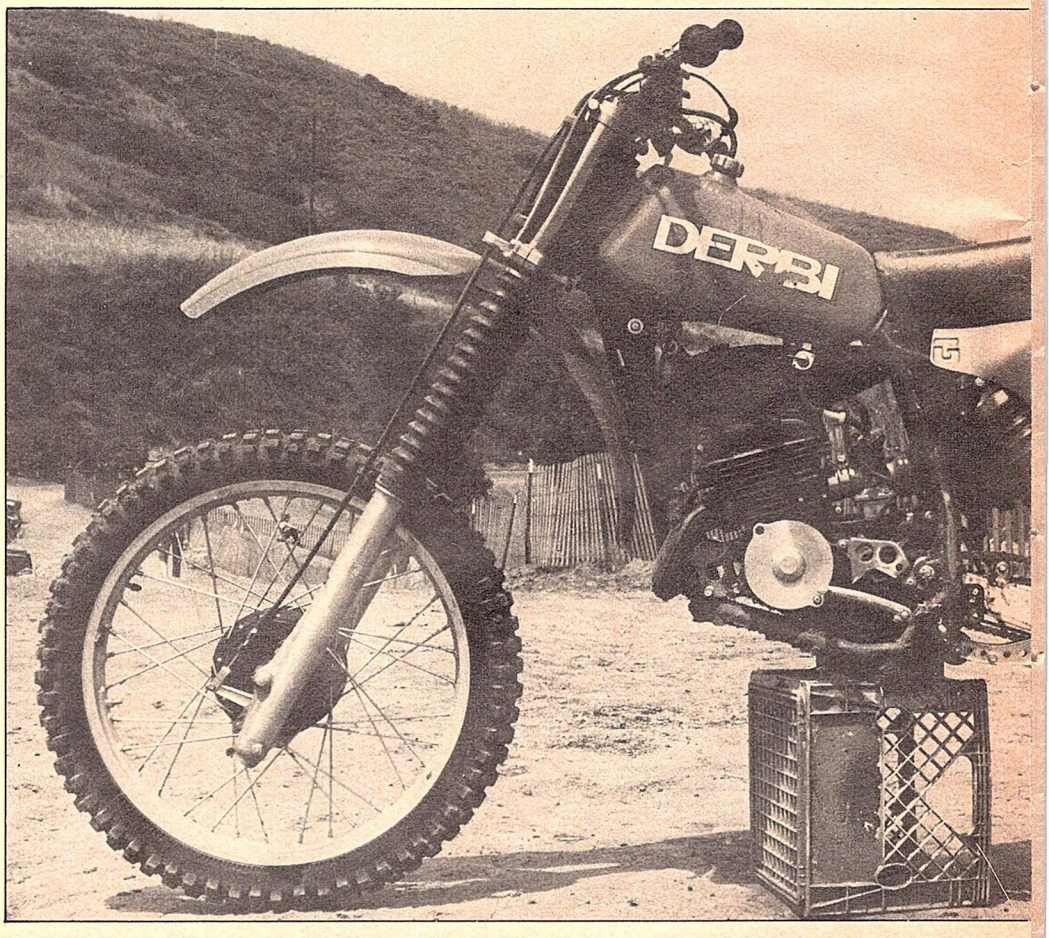
Mechanical doodads

The rear sprocket requires constant checking. The bolts and nuts are not up to the task. We had limited success with three separate solutions. The first try was to Loctite the nuts in place. This definitely helped, but it makes changing the rear sprocket a task for the Man of Steel. The second solution was to go to the hardware store and buy the highest-quality American-made metric lock nuts available. The American-made nylocks cured the problem. The final solution is to go down and buy a complete set of American-made metric bolts and nuts, or even buy the next largest American thread size and drill the holes out slightly to accept them.

The chain guide and chain tensioner have been known to pop the master link off the chain and leave you drive and shiftless. We got Rowe red rollers, spaced the chain guide and tensioner wider, and never had another failure. If you mount a 520 chain kit on your RM125N, the rear chain guide should be discarded. It runs too close to the larger chain, and in many cases will derail the chain if it is bumped or bent.

The chain roller on the top of the swingarm has been failure-prone. The small white roller should be replaced with a solid block of plastic. The plastic block should be trimmed to fit in between the roller mounts. Going through the parts bin at your Yamaha or Husky dealer should help you find a good piece of plastic, if you don't have a plastic shop in your Yellow Pages.

We have found the motor mount bolts on our RM80N, RM250N and RM400N to be too small for the hole drilled through the



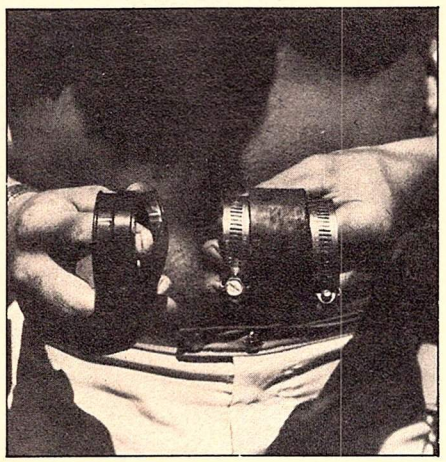
PREP
S & TRICKS

motor. We replaced the bolts with the next largest size of American bolts and nuts. This one problem is easy to check. Back the nut off on the front motor mount and withdraw the bolt. After you have it almost out, try to wiggle it up and down. If it moves, the holes are too big. Replace all the bolts on the motor.

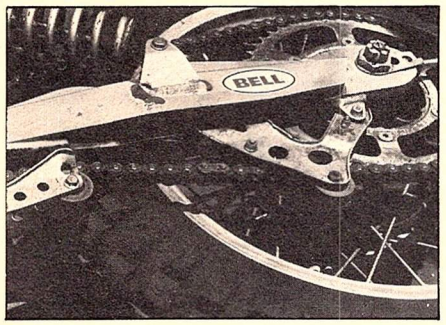
The rubber boot between the cylinder and carburetor is made out of very soft rubber. The hose clamps that hold it on are too thin and sharp. We took our carb connector over to our local service station and had the attendant match it up to automobile radiator hose. Our 125 used 1½-inch hose and two new wide hose clamps. The split rubber connector will cause an air leak. It could seize your engine.

The air cleaner should be replaced with a Phase Two, Stage Two, Poly-Air or Twin Air filter. Take your pick ($9 to $13.95). The stocker is too weak and porous to hold up to very many cleanings. The lid that fits

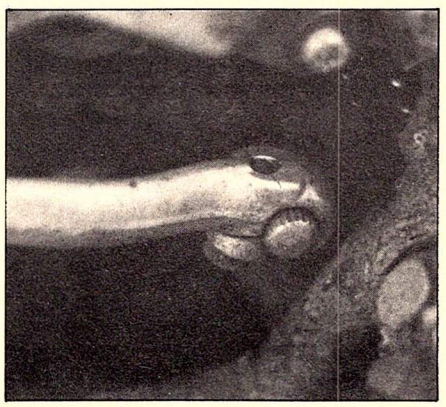
Although Jody's Derbi looks trick, it is nothing more than a carefully prepped RM125N.



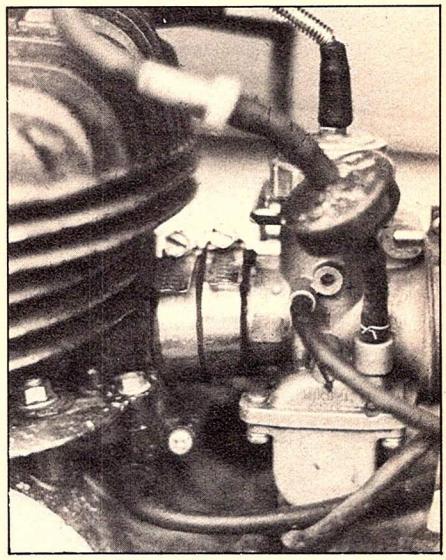
The stock rubber manifold (left) splits in front of the clamp mount. The solution is radiator hose and hose clamps.



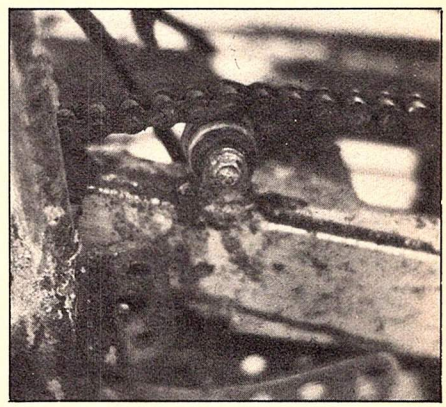
Suzuki's rubber chain rollers are replaced with Rowe red rollers, and the guide is spaced out with washers to keep it away from the chain and master link.



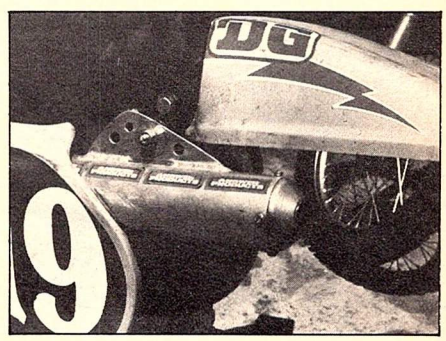
The small hairline fracture across the top of this shift lever spells DNF. Don't replace it with a stock unit. It will only become a recidivist.



There is no chance of this carb falling off, at least not from the front.



Watch this roller. It can and will disappear before you know it.



Answer Products' aluminum silencer saves a little weight, and is quieter when new, but mainly it is status-backed.

RM SECRETS & TRICKS

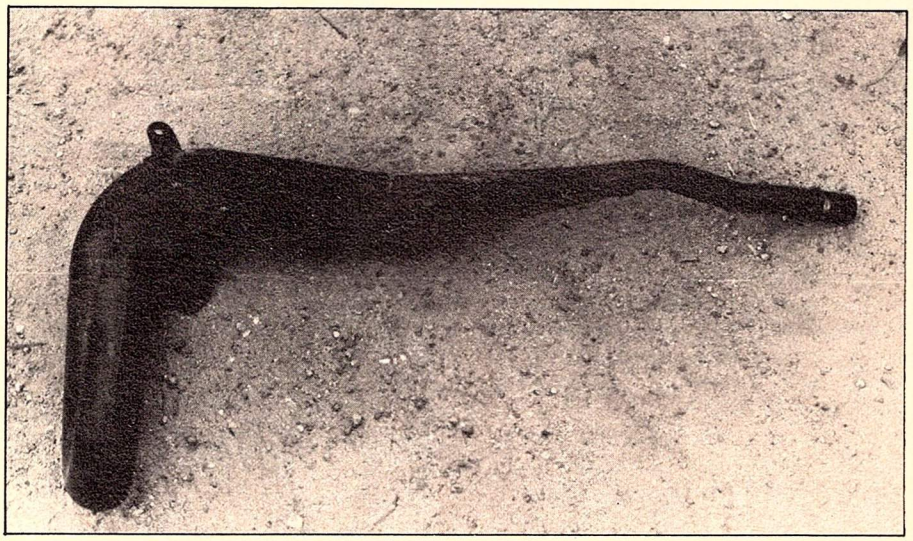
on the air cleaner box should be drilled out like a piece of Swiss cheese, unless you race on a sand or mud surface.

The stock throttle cable isn't a high-quality item. It kinks very easily. Replace it when it kinks with an accessory cable.

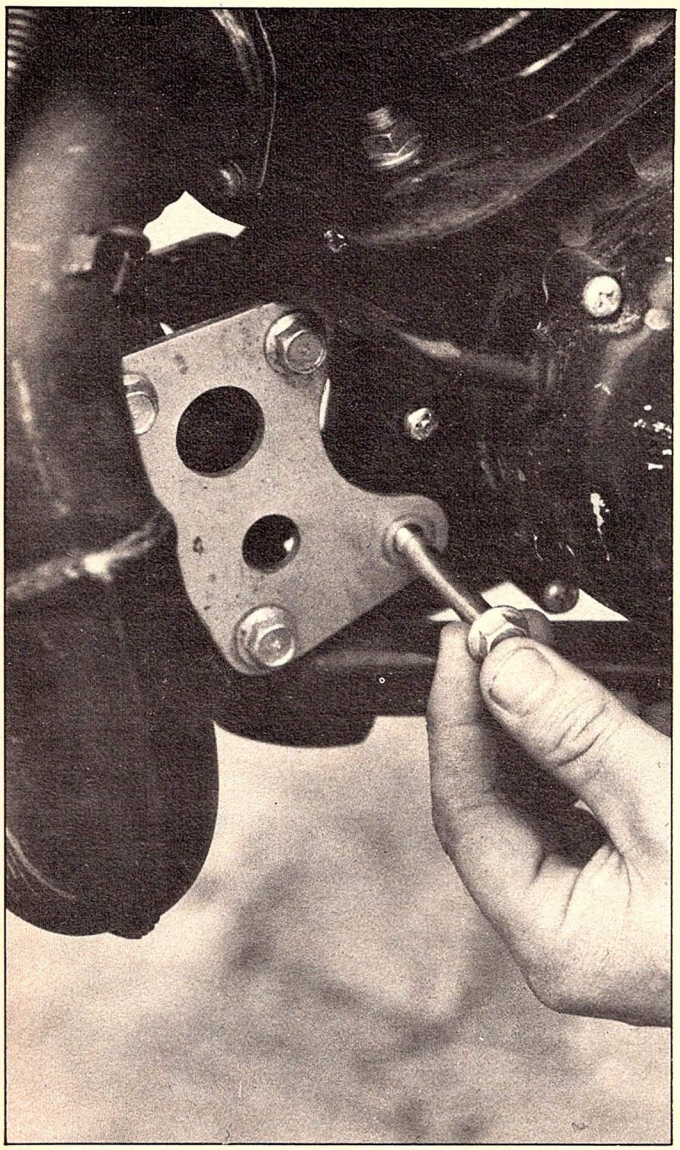
We have been running Works Performance shocks on our RM400N. So has Darrell Shultz. The RM125N responds very well to the new Kayaba F-series air shocks. Kent Howerton uses them. The RM250N is currently fitted with Luft aluminum reservoirs.

Tubes and cones

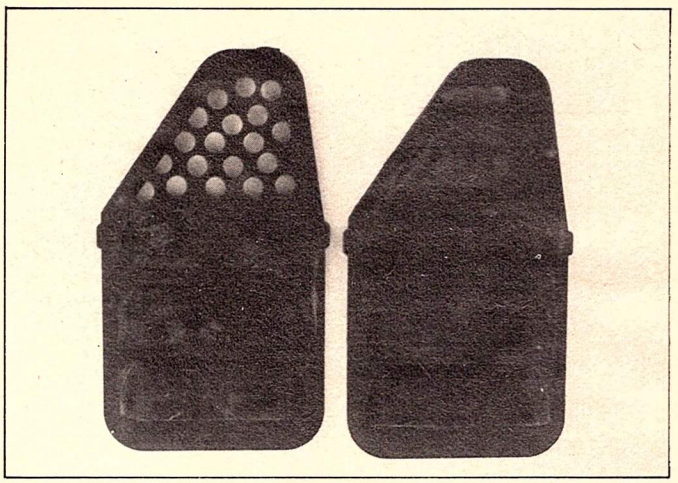
You can't always leave well enough alone. We thought that both the RM250N and RM400N could use better power-bands. If you like your powerband, then there is no need to read any farther.



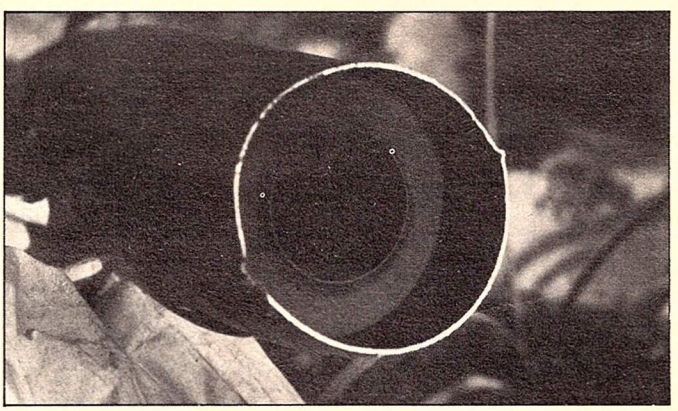
The RM400N can be modified for power freaks by cutting the pipe in half as shown.



The motor mount bolts on all our RMs were too small to do the job. Replace them with a larger size. Even RM80s.



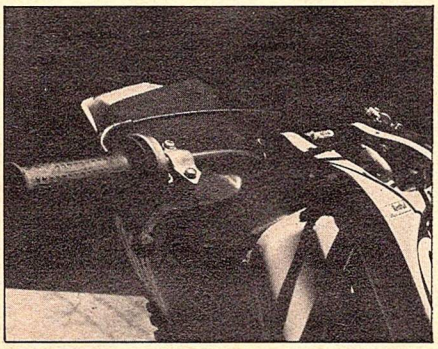
This little plastic cover keeps mud and gunk out of the air box. Sometimes it even keeps out air. You can remove it completely or drill it out.



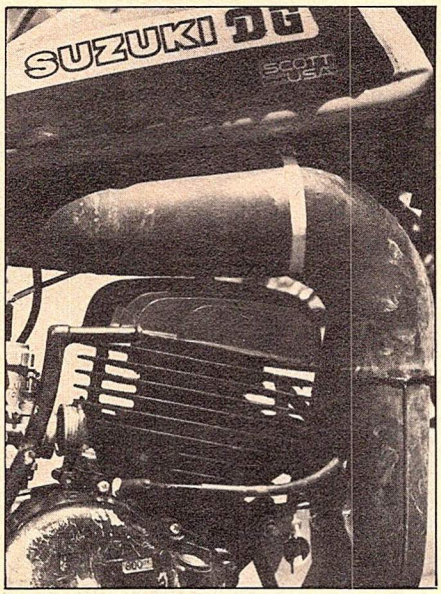
After you have cut the RM400N pipe at the correct spot you will see the back-pressure washer. Make the hole 10mm bigger and remove 10mm from the cut before welding it back together. The power-hungry can remove the complete washer, but beware, the RM will become a fire-breather.

The RM250N power was a little too short for our tastes. We only did a modest amount of work to the motor, only the intake port got touched with the porting tool. We dropped the intake port 4mm. The rest of our powerband mods were done to the exhaust pipe. The pipe was cut in half right at the start of the center section. One inch was removed from the center section, and the pipe was welded back together. The silencer needs to have an extension added to the bracket to make it reattach. The change in the power will be from mid-range on up. Each gear will pull longer and stronger. The RM250N doesn't have to be shifted as often. It works. We pulled two holeshots at the Saddleback National with it.

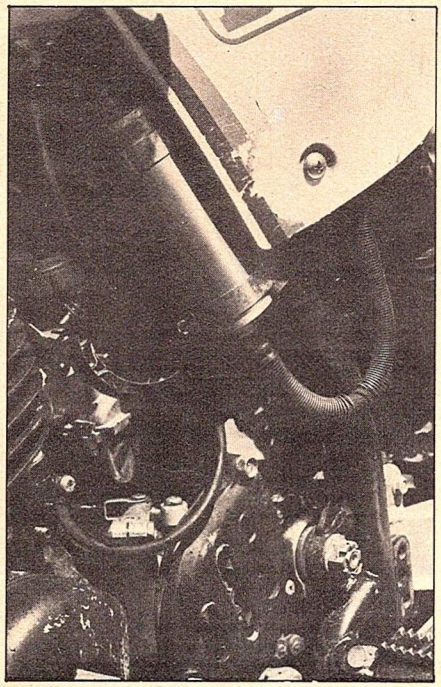
The RM400N has a different set of circumstances. If you look carefully on the inside of the pipe's center section directly under the tank you will see three little dimples going around the pipe. These dimples are weld marks to hold the back-pressure washer in place. Saw the pipe in half in front of the dimples and enlarge the hole by 10mm. While you have the pipe apart, remove 10mm out of the center section and weld it back together. You're gonna feel the power. □



Oakley grips, DeHandlers and Renthal aluminum bars make the cockpit the closest thing to Mission Control.



The white line marks the spot to cut your RM250N pipe. Remove one inch of useless center cone and drop the intake port 4mm. Now go out and win.



Luft aluminum reservoirs make a fairly inexpensive shock hop-up.

A set of RM250C fork boots completely covers the Derbi's Kayaba F-series air shocks. It keeps them clean and comfy.

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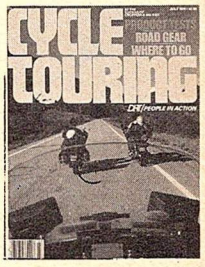

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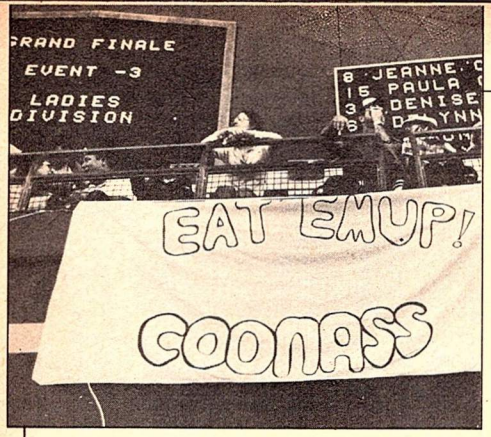
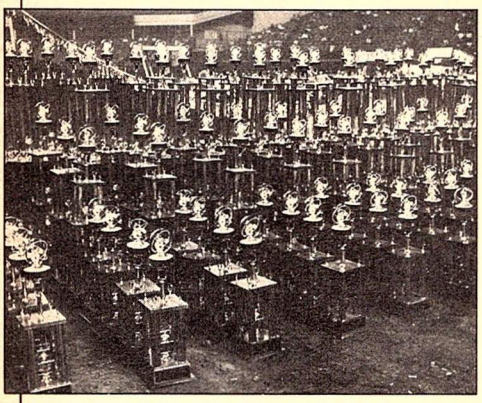
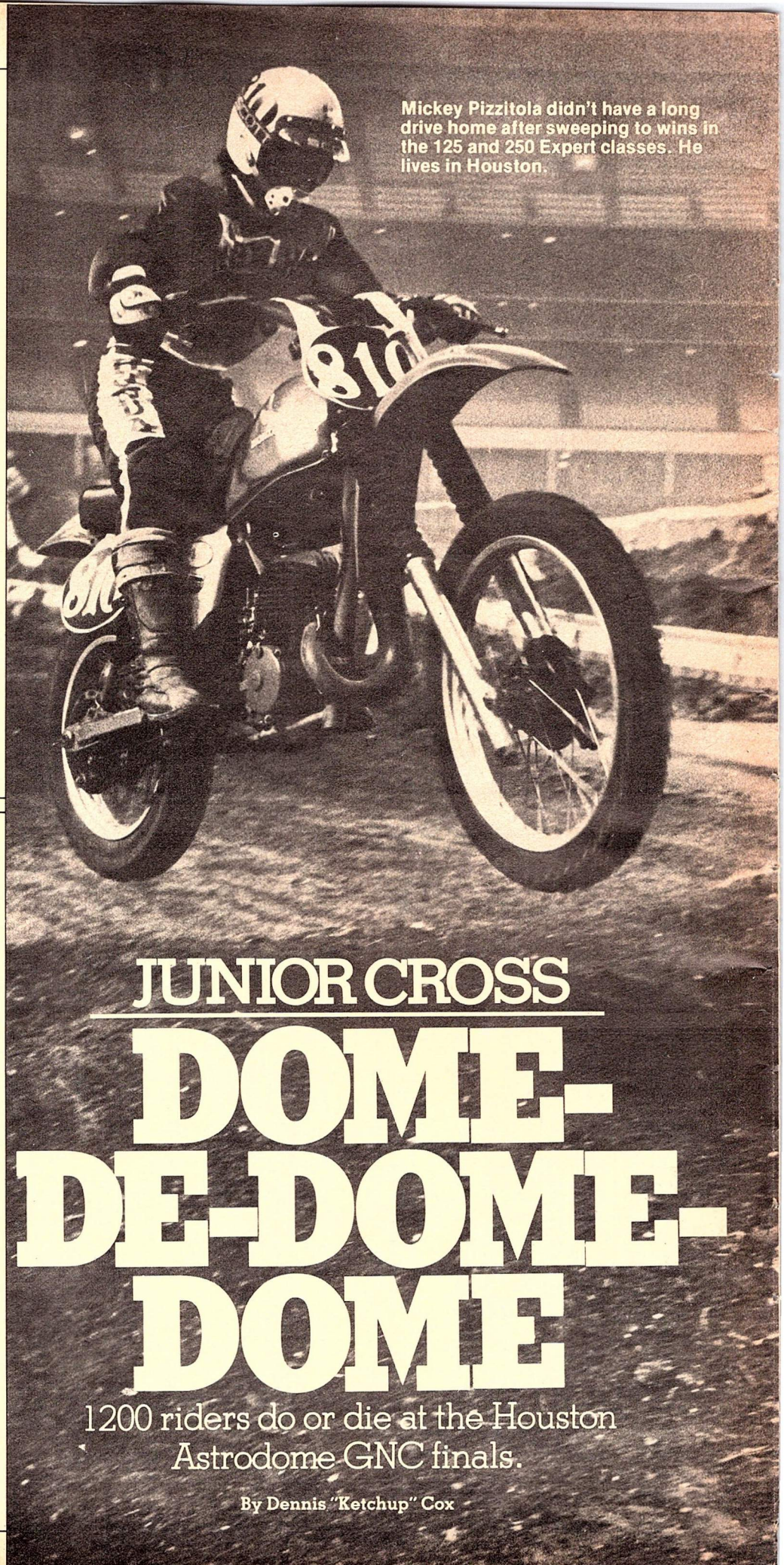


The GNC final climaxed a seven-month series in Texas, Oklahoma, Louisiana and New Mexico.



The trophies, which were huge, were lined up in the infield so the riders could see just what a top placing would net them.



Mickey Pizzitola didn't have a long drive home after sweeping to wins in the 125 and 250 Expert classes. He lives in Houston.

JUNIOR CROSS

DOME-DE-DOME-DOME

1200 riders do or die at the Houston Astrodome GNC finals.

By Dennis "Ketchup" Cox

☐ There's a blinding glare as the stadium's lights arc downward. The acrid-sweet smell of two-stroke exhaust fumes forms a blueish haze against the upper decks of what's hailed in Texas as the eighth wonder of the world.

So here you are, sitting on the starting line. After a hard-fought series of local qualifiers, you thought you'd never make it to the regional qualifiers, much less the grand finale here in the Houston Astrodome.

It cost you a lot of money, hard riding, sweat and time to get this far. It started way back in September when you sent your 15 bucks in to join the GNC (Grand National Championship) Series. Some riders came from as far away as California, Oklahoma, Louisiana and New Mexico. A hundred riders in each class would be vying with each other to see who was going to walk away from the Dome with some of the gold sitting on the infield.

As you line up on the starting line for your three-lap heat race, you gingerly nudge the guy next to you. His bars are overlapping yours and you'd just as soon not have him pulling your front brake on instead of releasing his clutch.

It's only then that you notice the blank, crazed look in this guy's eyes. He must have gotten a look at those monster trophies they'll be giving away from the way he's drooling at his Jofa. Shee-sh,

While the spectators weren't out in force for the amateur races, there were enough parents, girlfriends and buddies on hand to keep the riders plenty excited.

RESULTS: GNC FINALS, HOUSTON ASTRODOME

125 Expert
1. Mickey Pizzitola (Kaw), Houston, Texas
2. Todd Young (Suz), Louisiana
3. David King (Yam), Vail, Arizona

250 Expert
1. Mickey Pizzitola (Hon), Houston, Texas
2. Mike Tripes (Suz), Santee, California
3. Kirk Spencer (Yam), Carrollton, Texas

Mini-Mini
1. Keith Turpin (Suz), Forest Park, Georgia
2. Jimmy Johnson, Jr. (Yam), Alexander, Arkansas
3. Ronny Tichener (Ital-Jet), Tarpin Springs, Florida

Junior Mini
1. Carroll Richardson (Suz)
2. Hard Luck Pitts (Kaw), Medina, Texas
3. Stacy Merek (Yam), Rosenburg, Texas

Senior Mini
1. Bryon Taylor (Yam), Bandera, Texas
2. Greg Fouts (Suz), Amarillo, Texas
3. Tod Bray (Suz), Mervern, Arkansas

Stock Mini
1. Randy Hatten (Suz), West Monroe, Louisiana
2. Roger McBride (Yam), Kansas City, Missouri
3. Ken Dunlop (Kaw), Santee, California

Ladies' Division
1. Kathy Holman (Hon), Houston, Texas
2. Leta Collins (Yam), Jackson, Tennessee
3. Belva Qualls (Suz), Pensacola, Florida

100cc
1. Randy Hatten (Suz), West Monroe, Louisiana
2. Wendell Simmons (Yam), Kentwood, Louisiana
3. Wayne Thompson (Suz), Brandon, Mississippi

125 Novice
1. Bill Mount (Yam), Jackson, Tennessee
2. Andy Murray (Kaw), Corpus Christi, Texas
3. Doug Brown (Suz), Tyler, Texas

125 Intermediate
1. Alley Semar (Hon), New Iberia, Louisiana
2. Curtis Rough (Kaw), Jamal, California
3. Jim Vaughn (Suz), Friendswood, Texas

250 Intermediate
1. Brian Grayson (Hon), Clarence, Louisiana
2. Keith Tarvar (Yam), Shaw, Mississippi
3. Rudy Wall (Hon), Baton Rouge, Louisiana

Open Intermediate
1. Jim Vaughn (Suz), Friendswood, Texas
2. Tracy Durham (Suz), Rockdale, Texas
3. Chuck Nichols (Suz), Longview, Texas

Over 30
1. Billy Click (Hon), Houston, Texas
2. James Burns (Pen), Woodlands, Texas
3. Bob Pope (Mai), De Soto, Texas

what's gotten into these guys? You'd think the World Championship of motocross was going to be decided in these next few laps.

For a large percentage of riders who make it to the Houston Astrodome GNC finals, that's exactly what it means to them. For, unlike the seasoned professionals—of which there are only a few hundred at best in the entire country—the vast majority of motocross enthusiasts are everyday guys who will never experience the thrill of leading a crazed pack of fellow competitors around an indoor stadium motocross circuit. Visions of Bob Hannah and Marty Tripes rocketing off jumps, roosting through the turns, and doing innumerable clickers as you enthrall thousands of cheering fans urging you on.

It's that one chance at the big-time glamour and excitement every aspiring motocrosser wants. For local hot-shot experts there's the chance that maybe some factory reps might in the stands looking for that future Bob Hannah.

It's also fraught with danger. It's no secret that when all the elements of a stadium race—bright lights, immense atmosphere and fervid competitors—are combined, ambition and enthusiasm soon overcome logic and skill factors, producing a sickening thud of bodies crashing to an unyielding ground.

Future Jeff Wards and Brian Myerscoughs take off in the mini class.

It can be said that anytime you get 1200 riders out on a course, you are going to have some crashing going on. As amazing as it seems, 1200 riders were run through the Astrodome course, some at least three times, to thin the final rider field to only 40 riders for the finals later that evening. It takes some organization to handle that many riders and parents shuffling through a race meeting.

The riders seem to accept the dangers, as do their parents. It's all a part of the game. To many of them, that trophy represents a significant achievement. Something they can show the guys back at the local track and say . . . "I won this at the GNC finals in the Astrodome." It'll mean more to the rider than any dust-gathering trophy he's got in his collection. I mean, people have heard of the Astrodome, but who's ever heard of Mudville Raceway? □

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USGP

(*continued from page 35*)

DeCoster went all-out to catch the Dutch dentist, Wolsink, in the final two laps, but had to settle for a masterful second. Graham Noyce finished a strong third, while Chuck Sun came from mid-pack on a prototype Husqvarna to finish fourth.

The first moto was filled with valiant rides. The temperature sapped the strength out of anyone who went all-out, but if you didn't give 100 percent, the guy behind you would. The Europeans proved to be the strongest by putting six riders in the top seven.

Roger DeCoster never made it back to the Suzuki pits. The five-time World Champion's charge in the first moto sent his body into shock and heat exhaustion. DeCoster dropped in the Yamaha pit of Rick Burgett, and was taken to Marty Smith's motor home. The doctor said, "No more racing on this day."

A refreshed Heikki Mikkola and Brad Lackey looked out of place next to the tired, sore and ailing on the starting line. They looked fresh, and proved it by clearing away in the first turn and pulling a Houdini into a rapidly clearing patch of dust.

Heikki led for five laps, until Brad slid it under him in the mechanics' corner and roosted away. Brad Lackey would go one to be only the second American to win a USGP moto. But the race for overall victory in the 1979 USGP was taking place back in third place. Graham Noyce needed to catch and pass Gerrit Wolsink. A little luck could give Noyce his second GP victory of the season. Wolsink wanted to put the second notch in his Gold Belt too.

Noyce pulled his pass on Wolsink up the Carlsbad Freeway at the halfway point. Two laps later Wolsink motored back by the British Honda rider. "I didn't have to race with the leaders," said Wolsink in the pits. "They are fresh, but not really in the race."

Graham tried to stick with Wolsink, but the heat was starting to take its toll. Only Gerrit Wolsink seemed unaffected by the bright sun. Jean-Jacques Bruno tried to pull off the track when he began feeling dizzy and sick. His father rushed over, yelled at him, and sent him back out onto the track. The first three riders were safe, with Lackey leading by four seconds over Mikkola, who was well ahead of Wolsink. But from fourth on back the racing was definitely hot.

Marty Smith began a charge that had the fans rooting for America's most popular rider. With three laps to go, Marty Smith displaced Graham Noyce and took over fourth. Rick Burgett was sixth, with Danny LaPorte and Rex Staten restaging their National Championship duels. Staten closed rapidly, and then the heat got to him and he finished eighth. Chuck Sun was holding ninth place until Great Britain's Bob Wright and the four-speed, four-valve, four-stroke CCM came thundering under him in a madman pass that worked, but not for long. With three turns to go, Wright made a mistake, and the incredible effort of racing the heaviest bike on the track (246 pounds) got to him within sight of the finish line. Wright finished 13th and collapsed on the track at the flag.

Gerrit Wolsink pulled into the pits, poured a pail of water over his head, and stood smiling and shaking hands. Five wins in seven tries for the world's fastest dentist.

First American honors went to Chuck Sun (4-9) in third, with a rejuvenated

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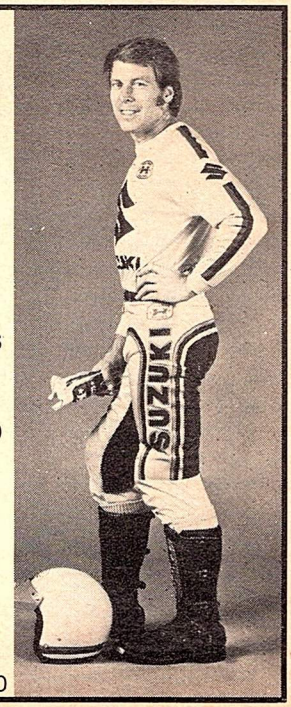

The second-moto duel between Heikki and Brad ran almost a half a lap ahead of third place.

Marty Smith in fourth place overall (10-4). Wolsink and Noyce were the only Europeans in the top ten, but they were on top of the top ten. The conditions were so rugged that finishing was an accomplishment, and those who rode the 1979 United States Grand Prix will remember it always as the hottest GP in history. □

WORLD CHAMPIONSHIP POINTS

1. Graham Noyce 93
2. Brad Lackey 84
3. Heikki Mikkola 82
4. Gerrit Wolsink 81
5. Roger DeCoster 52
6. Andre Malherbe 42
7. Jean Bruno 42
8. Andre Vromans 34
9. Gerard Rond 31
10. Herbert Schmitz 17

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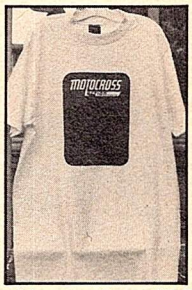

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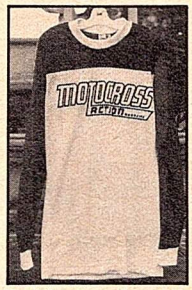

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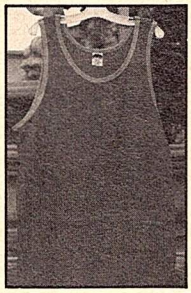

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YZ400 VS. RM400

(*continued from page 60*)

if you can get up on the tank, don't walk near the orangutan cages at the zoo if you want to stay free.

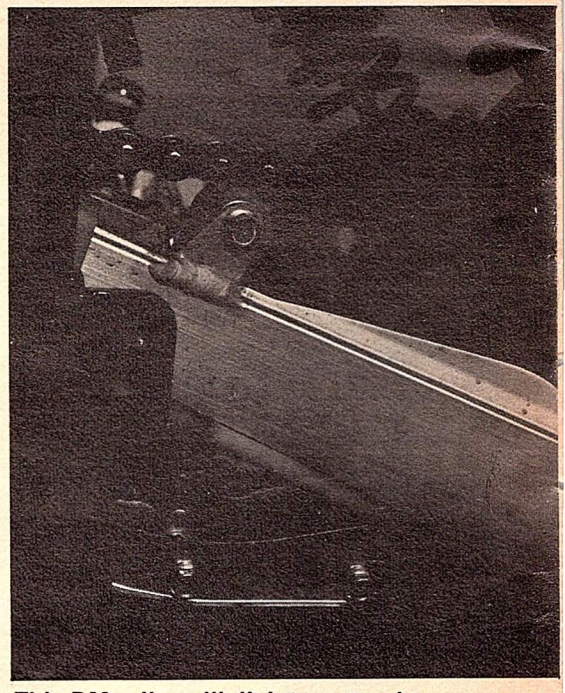
The erratic response of the mono makes getting through corners with braking bumps similar to playing horseshoes with a 235-pound two-wheeled horseshoe. Close is about as precise as you can get. The Yammy shines in berms and smooth sweepers. The prosperous Yamaha racer is the man who stays way back and wails.

Durability

The Yamaha is an economy model to keep running. If you are budget racing, the Yamaha is a fine buy. Once you get the shock dialed in to your satisfaction you can kiss problems goodbye. *Almost* nothing breaks on a YZ400F. We broke a footpeg in a crash, had the cheesy tank decals peel off, watched chips break off the rear fender, replaced the air cleaner after the stocker went through molting season, and finally had to weld up the seam on the exhaust pipe. Not bad for six months of hard racing.

The YZ engine has a long life, although we felt that engagement in third gear was beginning to go out. The stock engine can be bored out to fit the standard oversize pistons, but even better is the new Yamaha OW kit. The OW kit gives the YZ owner the ability to bore his YZ400F out to 425cc. A plus to this mod is the additional four overbores.

The Suzuki RM400N has proved to be a shockingly unreliable machine. First and fifth gears in the transmission are prone to breakage. The shrapnel normally takes



This RM roller will disintegrate when you least expect it. Replace it with a solid block or high-class accessory roller.

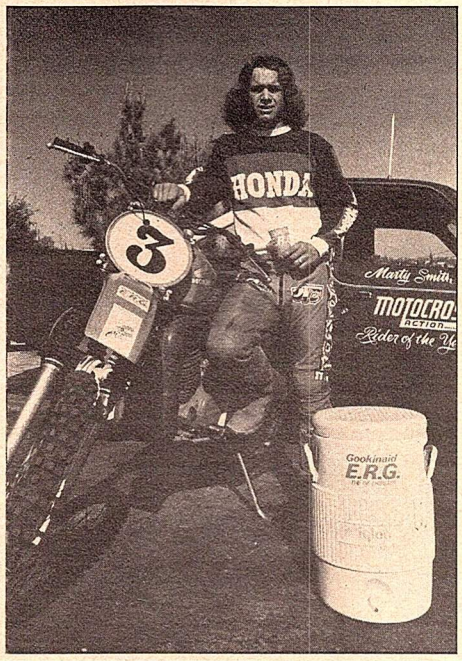
The RM400N has everything you'd want in an Open class bomber. The package just needs to have the ribbon tied.

out the complete gearbox and an occasional case. The excessive vibrations, and other stresses, have caused numerous reports of frame cracks in front of the left footpeg and next to the upper rear motor mount. The fenders are brittle and rarely survive the warm-up crash. The chain roller on top of the swingarm disintegrates with alarming regularity. The rubber connector between the cylinder and carb is neatly sliced in half by the thin, sharp clamps. The result is a lean fuel mixture and runaway idling. It should be replaced with radiator hose and wide hose clamps. The rear sprocket bolts and nuts are made out of putty, replace them with good American Allen bolts, or at least better nuts. The chain guide has been known to pop the master link off when the bike is backed up. We replaced the rubber rollers with red Rowe rollers, and used washers to widen the slot for a margin of safety.

Looking for Mr. Goodbike

Both bikes are flawed. One by a faulty shock and the other by an atrocious reliability record. Winning on either bike is not only possible, it is a fact every Sunday. Owning a modern motocross machine with its GP heritage is a burden of maintenance and expectations. Maintenance schedules must be kept up, weak points fortified and handling carefully dialed in.

The Yamaha is faster, more reliable and a good buy for the dollar-conscious racer. The Suzuki handles better, has decent suspension and gobs of race breeding. ☐



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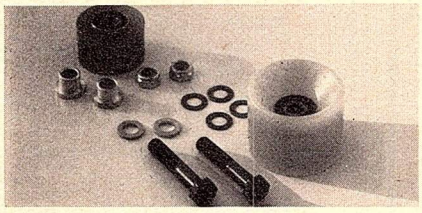

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SUPERMOUTH

(*continued from page 51*)

stands or press box. Larry gave me his passes and we were off.

The man works incredibly hard. In the two hours before the races started he was in the pits, in the rain, taping interviews with everyone that the fans in the stands might like to hear from. In between the interviews he was trying to straighten out technical problems with the remote microphone. After the interviews we sprinted up to the third-level press box, which was in fact an acutely small cubicle housing the organ that plays the seventh inning stretch music for the California Angels. For opening ceremonies at eight p.m. he sprinted down to the field and back up to the box. After the final moto, but before the Shotgun Showdown, he descended to present the trophies, and back up to the booth again. I made the trip with him twice, and then packed it in to spend the rest of the evening sitting on the organ talking to Bev.

The man's performance was one of a killing pace. When it was all over he had talked almost non-stop from the interviews at six p.m. to the final goodnight at midnight. In between these strenuous bursts of mental activity he was sprinkling in back-breaking treks from the top of a stadium to the bottom and back.

An announcer works from scraps of paper, his calls on position and place come from badly scribbled carbon copies. As we stood crammed into this cubicle, which people kept continuously pouring into until Bev and I were pressed way above middle C on the organ, Larry just kept right on talking. After the race he was gracious. He was going out with some friends. He asked me if I wanted to go. I said I had to be at the Mini-Mechanics Grand Prix the next morning. He said he had to be at a road race in Riverside at eight a.m. We wished each other luck and parted.

The next day people were still talking about the race, and about how "Huffman sure got carried away!"

Others said that: "Huffman made a lot of dumb mistakes. They must be able to get somebody better." "He almost blew my eardrums out, and people kept jumping up in front of me every time he yelled!" "What is that guy, on drugs or something? He must be crazy!"

And you know what? They all liked him. When questioned, everyone admitted that he made the night better. Knocking Huffman is the kind of affection that comes from a competitive environment like motocross. Next year Larry will be announcing every Supercross event in the country. It was because of popular demand that this painstakingly honest, straightforward and likeable raving maniac is being brought to your town. Go hear him. □

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A few insights into Bob Hannah's insides.

First of all, it goes without saying they're tough. Just like Tripes, LaPorte, and all the other riders pictured on this page, Bob has spent countless hours exercising and developing a nutritionally well-balanced diet. Nothing terribly unusual about that.

But what makes these riders consistent motocross winners is not brawn. It's brains. It's the smarts to know not just how to exercise, but how to give themselves the edge over the competition. And that comes right down to the vitamins they take.

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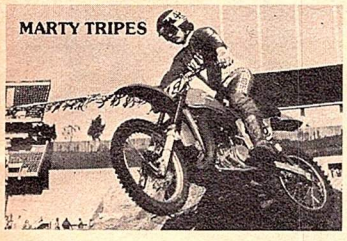

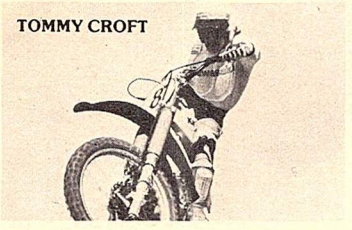

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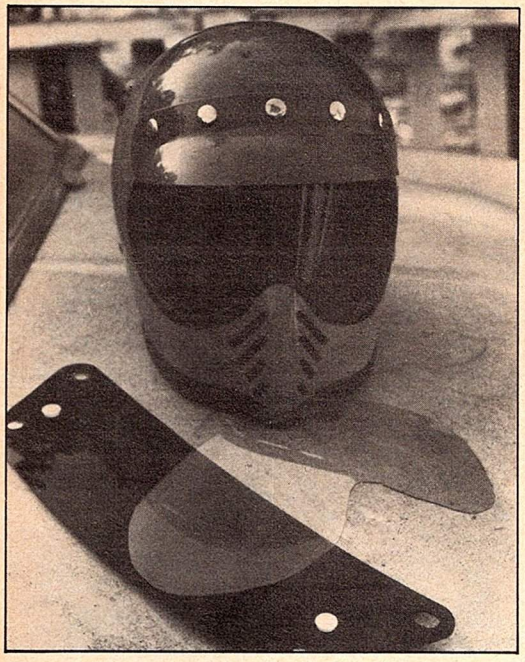
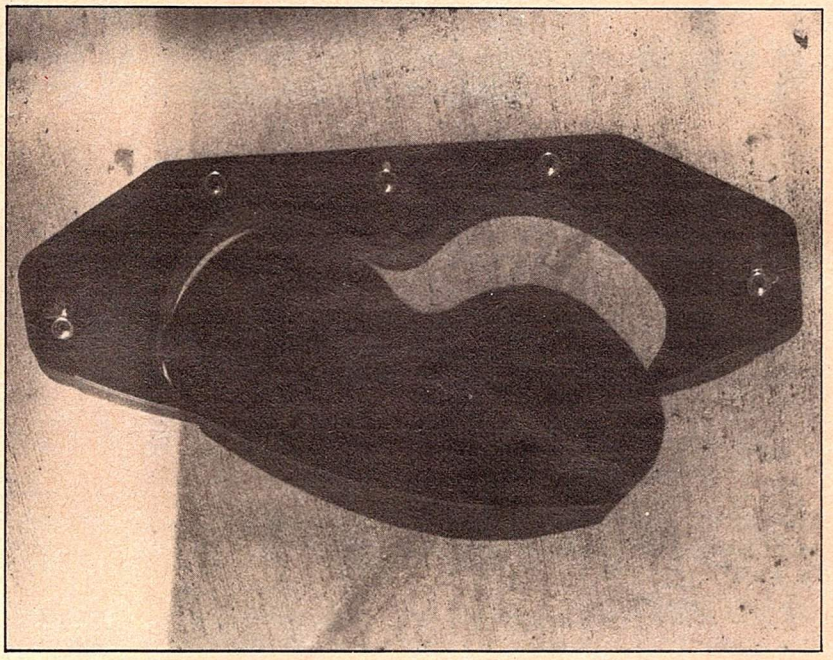
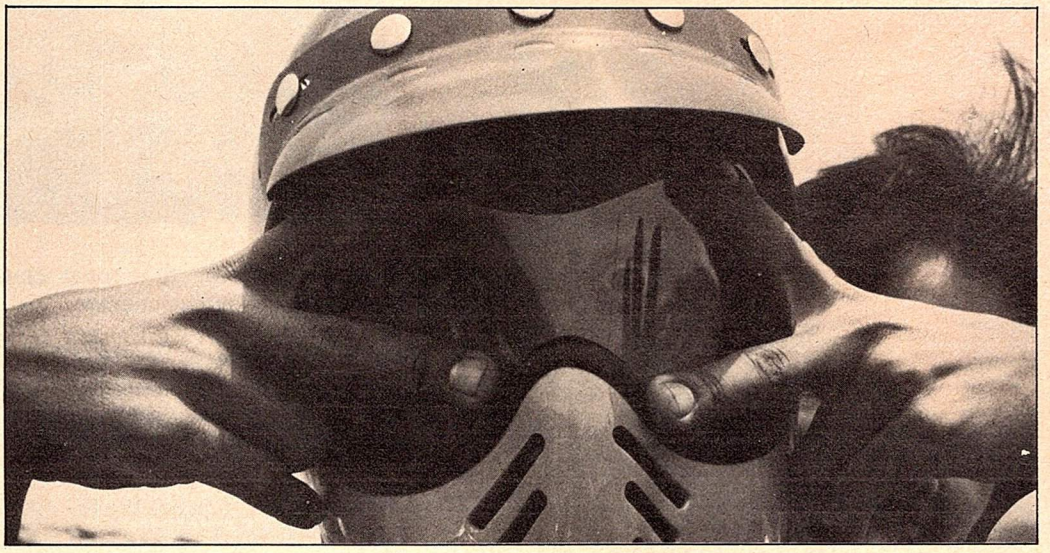


Goggles got you down? Wear a visor just like Kenny Roberts and Mert Lawwill.



A pair of scissors will cut the Moto-star lens out of a standard full-face visor, available at your local friendly dealer.



FACE UP TO IT

Many people are not satisfied with the current crop of goggle designs. The goggles either don't fit their profiles or lack something in design. Glasses and contact lens wearers are among the most dissatisfied of all riders. Glasses wearers find relief in extra-large goggle frames or X-acto knife modifications to stock items. People with contact lenses and sensitive eyes often find goggles too porous to the irritating agents of dust.

One solution is the often forgotten face shield. The shield has never been popular in the fashion-conscious world of motocross, but the new Moto-Star III can be easily modified to accept a full-face shield. Since the face shields come in all colors, plus scratch-resistant and fog-free, you don't have to suffer the red-eye blues.

Get a shield large enough to cover the opening in the helmet, and cut the shield into the shape of the opening, but leave at least a half-inch extra. We prefer to use fog-free MXL shields. Then slip the trimmed shield up under the liner of the helmet until it is extremely snug. Tape the lower edge in place with duct tape, and wail. Thanks to a vacuum effect, no dust will enter your eyes, vision will double, and Bell Star tear-offs can be taped on for mud races. □

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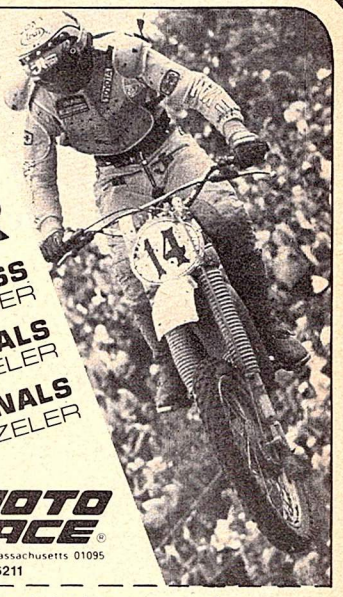

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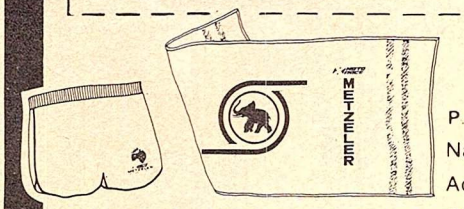

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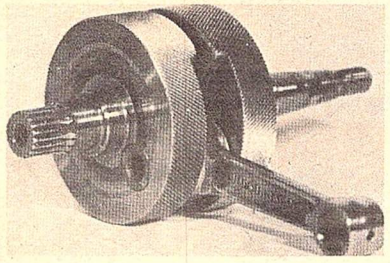

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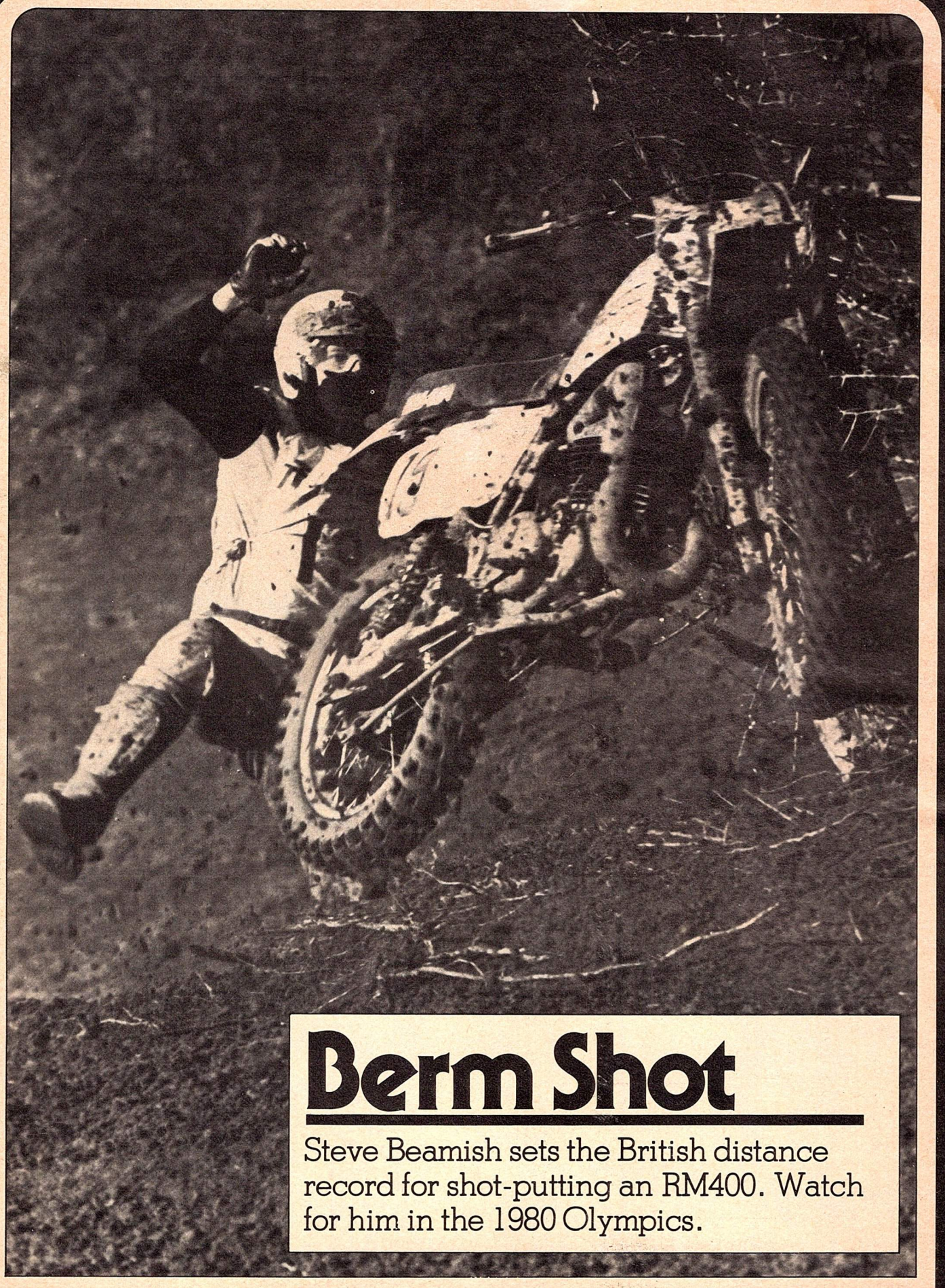


Berm Shot

Steve Beamish sets the British distance record for shot-putting an RM400. Watch for him in the 1980 Olympics.

Photograph by Lyn Thompson

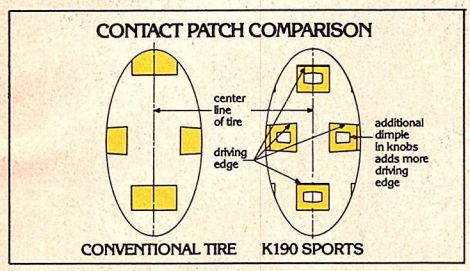
THERE'S MORE TO DUNLOP THAN MEETS THE DIRT.

There's Dunlop K190, K88, and K88HT... three championship knobbies... each engineered with a tread design and compound to conquer specific types of terrain.

For fast getaways and control on straightaways, turns and jumps, you need tires with deep biting edges and sure grip... no matter what the riding conditions or terrain.

Dunlop - whose tires powered motorcycles to more firsts, seconds, and thirds than any other tire brand in the 1978 Nationals (125, 250 and 500CC), CMC Golden State Series, Supercross Series, Trans-A.M.A. and U.S. Grand Prix Events - has designed not one, but three Motocross and Enduro tires.

K190: The all-purpose tire
The key to the K190's all-around performance is a unique tread design that features small, rectangular "dimples" molded into each tread block. This gives you eight biting edges on every knob instead of four, providing traction in sand, mud or "blue groove."



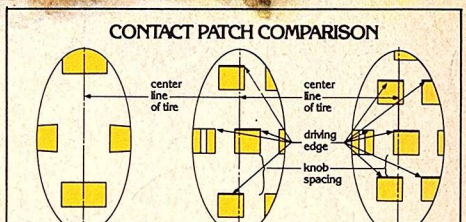
Add the flexible, resilient compound, big reinforced shoulder blocks and a rim saver that protects against rocks and stones, and you have the best all-around Motocross / Enduro tire value available. When you price it, you'll buy it - no matter what size you need, from mini-motocross to open class.

K88: The ultimate soft terrain tire.
As with other Dunlop motorcycle tires, the success of K88, particularly in competitions where soft conditions prevail, can be attributed to its design.

While there are five knobs in each row, as in a traditional tread pattern, the knobs have been offset. This alignment, pioneered by Dunlop, allows each knob to dig into the terrain following a slightly different line than the one preceding it. This, combined with a harder compound, puts more traction edges in contact with the earth per tire revolution. And, the knobs are spaced to clear mud and loose ground from the tread.

K88HT: Specially designed for hard terrain. For "blue groove" surfaces, you need even more rubber in contact with the ground than for medium-to-soft conditions. The Dunlop K88HT is your tire.

Featuring a wider profile, the K88HT also uses an offset knob arrangement. However, the knobs are placed much closer together than those in the K88, to give even more contact needed for hard terrain. And the compound is softer than the K88. This combination results in more driving edges and rubber-to-ground contact necessary for the unyielding conditions of hard terrain.



The shoulder knobs were strengthened by adding more rubber, to help prevent knob rollover when cornering on "blue groove".

The Dunlop K190, K88 and K88HT - three first-class knobbies - proven winners in Motocross and Enduro events around the world. One of them is your ticket to winning.

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